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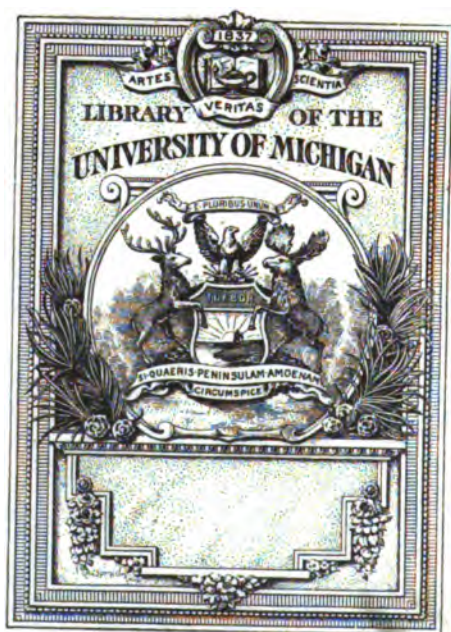
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COMMERCIAL RELATIONS

OF THE

77672

UNITED STATES

WITH

FOREIGN COUNTRIES

DURING THE

YEARS 1896 AND 1897.

IN TWO VOLUMES.

VOLUME I.

ISSUED FROM THE BUREAU OF FOREIGN COMMERCE, DEPARTMENT OF STATE.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1898.

PUBLICATIONS OF THE BUREAU OF FOREIGN COMMERCE.*

The publications of the Bureau of Foreign Commerce, Department of State, are:
I.—COMMERCIAL RELATIONS, being the annual reports of consular officers on the commerce, industries, navigation, etc., of their districts.

II.—CONSULAR REPORTS, issued monthly, and containing miscellaneous reports from diplomatic and consular officers.

III.—ADVANCE SHEETS, CONSULAR REPORTS, issued daily, except Sundays and legal holidays, for the convenience of the newspaper press, commercial and manufacturing organizations, etc.

IV.—EXPORTS DECLARED FOR THE UNITED STATES, issued quarterly, and containing the declared values of exports from the various consular districts to the United States for the preceding three months.

V.—SPECIAL CONSULAR REPORTS, containing series of reports from consular officers on particular subjects, made in pursuance to instructions from the Department.

Following are the special publications issued by the Bureau prior to 1890:

Labor in Europe, 1878, one volume; Labor in Foreign Countries, 1884, three volumes; Commerce of the World and the Share of the United States Therein, 1879; Commerce of the World and the Share of the United States Therein, 1880-81; Declared Exports for the United States, First and Second Quarters, 1883; Declared Exports for the United States, Third and Fourth Quarters, 1883; Cholera in Europe in 1884, 1885; Trade Guilds of Europe, 1885; The Licorice Plant, 1885; Forestry in Europe, 1887; Emigration and Immigration, 1885-86 (a portion of this work was published as CONSULAR REPORTS No. 76, for the month of April, 1887); Rice Pounding in Europe, 1887; Sugar of Milk, 1887; Wool Scouring in Belgium, 1887; Cattle and Dairy Farming in Foreign Countries, 1888 (issued first in one volume, afterwards in two volumes); Technical Education in Europe, 1888; Tariffs of Central America and the British West Indies, 1890.

The editions of all these publications, except Tariffs in Central America, etc., are exhausted and the Department is therefore unable to supply copies.

In 1890, the Department decided to publish reports on special subjects in separate form, to be entitled SPECIAL CONSULAR REPORTS. There are now the following SPECIAL CONSULAR REPORTS:

Vol. 1 (1890).—Cotton Textiles in Foreign Countries, Flies in Spanish America, Carpet Manufacture in Foreign Countries, Malt and Beer in Spanish America, and Fruit Culture in Foreign Countries.

Vol. 2 (1890 and 1891).—Refrigerators and Food Preservation in Foreign Countries, European Emigration, Olive Culture in the Alpes Maritimes, and Beet Sugar Industry and Flax Cultivation in Foreign Countries.

Vol. 3 (1891).—Streets and Highways in Foreign Countries.

Vol. 4 (1891).—Port Regulations in Foreign Countries.

Vol. 5 (1891).—Canals and Irrigation in Foreign Countries.

Vol. 6 (1891 and 1892).—Coal and Coal Consumption in Spanish America, Gas in Foreign Countries, and India Rubber.

Vol. 7 (1892).—The Slave Trade in Foreign Countries and Tariffs of Foreign Countries.

Vol. 8 (1892).—Fire and Building Regulations in Foreign Countries.

Vol. 9 (1892 and 1893).—Australian Sheep and Wool and Vagrancy and Public Charities in Foreign Countries.

Vol. 10 (1894).—Lead and Zinc Mining in Foreign Countries and Extension of Markets for American Flour.

Vol. 11 (1894).—American Lumber in Foreign Markets.

Vol. 12 (1895).—Highways of Commerce.

Vol. 13 (1896 and 1897).—Money and Prices in Foreign Countries.

Of these SPECIAL CONSULAR REPORTS, Australian Sheep and Wool, Cotton Textiles in Foreign Countries, Flies in Spanish America, Fire and Building Regulations, Malt and Beer in Spanish America, Port Regulations, Refrigerators and Food Preservation, and Tariffs of Foreign Countries are exhausted, and no copies can be supplied by the Department. A new edition of Tariffs is being compiled.

Of the monthly CONSULAR REPORTS, many numbers are exhausted or so reduced that the Department is unable to accede to requests for copies. Of the publications of the Bureau available for distribution, copies are mailed to applicants without charge. In view of the scarcity of certain numbers, the Bureau will be grateful for the return of any copies of the monthly or special reports which recipients do not care to retain. Upon notification of willingness to return such copies, the Department will forward franking labels to be used in lieu of postage in the United States, Canada, the Hawaiian Islands, and Mexico.

Persons receiving CONSULAR REPORTS regularly who change their addresses should give the old as well as the new address in notifying the Bureau of the fact.

In order to prevent confusion with other Department bureaus, all communications relating to CONSULAR REPORTS should be carefully addressed, "Chief, Bureau of Foreign Commerce, Department of State, Washington, U. S. A."

* Formerly Bureau of Statistics. Name changed to Bureau of Foreign Commerce by order of the Secretary of State July 1, 1897.

CONTENTS.

Values of foreign coins.....	Page. 7-10
Tables of foreign weights and measures.....	11-14
Message from the President transmitting Commercial Relations.....	15-16
Instruction to consular officers of the United States.....	17-18

REVIEW OF THE WORLD'S COMMERCE.

Introduction.....	19-24
United States commerce in 1896 and 1897.....	25-69
Africa:	
Commercial divisions.....	70-71
North Africa.....	71-79
Canary Islands, 71; Madeira, 73; Morocco, 73; Algeria, 74; Tunisia, 75; Tripoli, 76; Egypt, 77; Recapitulation, 79.	
West Africa.....	79-91
French West Africa (Senegal, 80; Ivory Coast, 81); British West Africa (Gambia, 81; Sierra Leone, 82; Gold Coast, 82; Lagos, 83; Niger Protectorate, 84; Résumé, 85); Liberia, 86; Kongo Free State, 88; Angola, 88; Résumé for West Africa, 90.	
South Africa.....	92-100
Cape Colony, 92; Natal, 94; Mozambique, 96; South African Republic, 98; Orange Free State, 100.	
East Africa.....	101-105
Madagascar, 101; German East Africa, 102; Zanzibar, 103; Mauritius, 104; Reunion, 105.	
Recapitulation.....	105-108
America:	
Dominion of Canada.....	109-112
Mexico.....	113-116
Central America.....	116-124
Imports and exports of the United States, 116; British Honduras, 118; Costa Rica, 119; Guatemala, 120; Honduras, 120; Nicaragua, 121; Salvador, 124.	
West Indies.....	124-141
Imports and exports of the United States, 124; British West Indies (sugar industry, 127; Bahamas, 128; Barbados, 128; Bermuda, 129; Jamaica, 129; Leeward Islands, 130; Trinidad, 131; Turks Island, 131); Danish West Indies, 131; Dutch West Indies, 132; French West Indies (Guadeloupe and Martinique), 132; Haiti, 133; Santo Domingo, 133; Spanish West Indies (Cuba, 134; Puerto Rico, 140).	
South America.....	142-163
Imports and exports of the United States, 142; Argentine Republic, 147; Bolivia, 148; Brazil, 149; Chile, 150; Colombia 151; Ecuador, 154; Falkland Islands, 156; Guianas, British, 156, Dutch, 157, French, 157; Paraguay, 158; Peru, 159; Uruguay, 160; Venezuela, 162.	
Asia:	
Imports and exports of the United States.....	164-168
Aden.....	168
British India.....	169-171
Ceylon.....	171
China.....	171-175
Hongkong.....	175-176
Dutch India.....	176-178
French Cochin China.....	178
Japan.....	178-189
Korea.....	190

Asia—Continued.	Page.
Persia	190-191
Philippine Islands	191-192
Siam	193-194
Straits Settlements	195-196
Turkey in Asia	196-199
Asia Minor, 196; Syria, 197; Palestine, 198.	
Australasia and Polynesia	199-207
Imports and exports of the United States, 199-201; Australasia (New South Wales, 201; New Zealand, 201; South Australia, 202; Victoria, 203); Polynesia (Hawaii, 204; Fiji, 205; New Caledonia, 206; Samoa, 206; Society Islands, 207).	
Europe:	
Imports and exports of the United States	208-215
Austria-Hungary	215-218
Belgium	218-221
Bulgaria	222-223
Denmark	223-224
France	224-231
Germany	231-239
Greece	240-242
Italy	242-245
Malta	245
Netherlands	246-248
Portugal	249-250
Roumania	250
Russia	250-255
Servia	256
Spain	256-258
Sweden and Norway	258-262
Switzerland	262-265
Turkey	265-266
United Kingdom	266-284
British Colonial trade, 281.	

REPORTS OF CONSULAR OFFICERS.

Africa:	
Algeria	287-294
British South Africa	294-301
Egypt	301-303
German East Africa	304-313
Liberia	313-315
Madagascar	315-321
Madeira	322-323
Mauritius	323-331
Morocco	331-347
St. Helena	348-351
Senegal	351
Sierra Leone	352-353
Tunis	353-354
Zanzibar	354
America:	
Dominion of Canada	355-467
French North America	467
Mexico	467-513
Central America:	
British Honduras	513-531
Costa Rica	531-540
Guatemala	540-541
Honduras	541-543
Nicaragua	543-613
Salvador	613-617
West Indies	618-773
British West Indies (Antigua, 618-624; Bahamas, 624-626; Barbados, 626-629; Bermuda, 629-631; Jamaica, 631-697; St. Christopher, 697-705; Trinidad, 705-715; Turks Island, 715-718); Danish West Indies (St. Thomas, 720-726; Christiansted, 726; Fredericksted, 726); Dutch West Indies (Curaçao, 727-728); French West Indies (Guadeloupe, 728-733; Martinique, 733-748); Haiti, 749-760; Santo Domingo (Dominican Republic), 761-766; Spanish West Indies (Cuba, 766-769; Puerto Rico, 769-773).	

America—Continued.

South America:

	Page.
Argentine Republic	774-786
Bolivia	786-791
Brazil	792-843
Chile	844-856
Colombia	856-872
Ecuador	872-876
Falkland Islands	876-878
Guiana, British	878-882
Guiana, Dutch	882-886
Guiana, French	886-888
Paraguay	888-899
Peru	899-906
Uruguay	907-915
Venezuela	915-936

Asia:

Aden	937-940
British India	941-962
Ceylon	962-965
China	966-1035
Hongkong	1035-1038
Dutch India	1040-1046
French Cochin China	1046-1047
Japan	1047-1085
Korea	1085-1088
Persia	1088-1094
Philippine Islands	1095-1098
Siam	1098-1116
Straits Settlements	1117-1136
Turkey in Asia	1137-1164

Australasia:

New South Wales	1165-1194
New Zealand	1194-1201
South Australia	1202-1213
Victoria	1213-1221

Polynesia:

Hawaiian Islands	1224-1246
Fiji Islands	1247-1249
New Caledonia	1250-1254
Samoa	1254-1256
Society Islands	1256-1258

EXPLANATORY.

By concurrent resolution of the United States Senate and House of Representatives, adopted June 30, 1898, 10,000 copies of this Review of the World's Commerce, introductory to Commercial Relations of the United States with Foreign Countries during the years 1896 and 1897, were ordered to be printed separately, for distribution by the Department of State. The Review is also printed with this, the regular edition of Commercial Relations (two volumes), of which 5,000 copies were ordered by the Senate and House to be printed for distribution by the Department of State.

Commercial Relations is wholly distinct from the daily and monthly publications, Consular Reports, the latter dealing with current subjects of importance, while Commercial Relations deals only with annual reports and statistics.

Applications for these publications should be addressed:

CHIEF,

BUREAU OF FOREIGN COMMERCE,

DEPARTMENT OF STATE,

Washington, D. C.

VALUES OF FOREIGN COINS AND CURRENCIES.

The following statements show the valuation of foreign coins, as given by the Director of the United States Mint and published by the Secretary of the Treasury, in compliance with the first section of the act of March 3, 1873, viz: "That the value of foreign coins, as expressed in the money of account of the United States, shall be that of the pure metal of such coin of standard value," and that "the value of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the 1st day of January by the Secretary of the Treasury."

In compliance with the foregoing provisions of law, annual statements were issued by the Treasury Department, beginning with that issued on January 1, 1874, and ending with that issued on January 1, 1890. Since that date, in compliance with the act of October 1, 1890, these valuation statements have been issued quarterly, beginning with the statement issued on January 1, 1891.

The fact that the market exchange value of foreign coins differs in many instances from that given by the United States Treasury has been repeatedly called to the attention of the Bureau of Foreign Commerce. An explanation of the basis of the quarterly valuations was asked from the United States Director of the Mint, and under date of February 7, 1898, Mr. R. E. Preston makes the following statement:

"When a country has the single gold standard the value of its standard coins is estimated to be that of the number of grains fine of gold in them, 480 grains being reckoned equivalent to \$20.67 in United States gold, and a smaller number of grains in proportion. When a country has the double standard, but keeps its full legal tender silver coins at par with gold, the coins of both gold and silver are calculated on the basis of the gold value.

"The value of the standard coins of countries with the single silver standard is calculated to be that of the average market value of the pure metal they contained during the three months preceding the date of the proclamation of their value in United States gold by the Secretary of the Treasury. The value of the gold coins of silver standard countries is calculated at that of the pure gold they contain, just as if they had the single gold standard.

"These valuations are used in estimating the values of all foreign merchandise exported to the United States. The value of the Indian rupee, although calculated according to law at the value of the pure metal contained therein, has a commercial value above the value of the silver bullion; consequently the value for customs purposes is determined in each case by the consular certificates attached to the invoice of exports from that country to the United States."

The following statements, running from January 1, 1874, to January 1, 1898, have been prepared to assist in computing the values in American money of the trade, prices, values, wages, etc., of and in foreign countries, as given in consular and other reports. The series of years are given so that computations may be made for each year in the proper money values of such year. In hurried computations the reductions of foreign currencies into American currency, no matter for how many years, are too often made on the bases of latest valuations. When it is taken into account that the ruble of Russia, for instance, fluctuated from 77.17 cents in 1874 to 37.4 cents in April, 1897, such computations are wholly misleading. All computations of values, trade, wages, prices, etc., of and in the "fluctuating-currency countries" should be made in the values of their currencies in each year up to and including 1890, and in the quarterly valuations thereafter.

To meet typographical requirements the quotations for the years 1876, 1877, 1879, 1881, 1882, and 1891 are omitted, these years being selected as showing the least fluctuations when compared with years immediately preceding and following.

To save unnecessary repetition the estimates of valuations are divided into three classes, viz, (A) countries with fixed currencies, (B) countries with fluctuating currencies, and (C) quarterly valuations of fluctuating currencies.

A.—Countries with fixed currencies.

The following official (United States Treasury) valuations of foreign coins do not include "rates of exchange."

Countries.	Standard.	Monetary unit.	Value in United States gold.	Coins.
Argentine Republic ¹ .	Gold and silver.	Peso.....	\$0.90, 5	Gold—Argentine (\$4.82, 4) and $\frac{1}{2}$ Argentine; silver—peso and divisions.
Austria-Hungary ² ...	Gold.....	Crown.....	.20, 3	Gold—20 crowns (\$4.05, 2) and 10 crowns.
Belgium.....	Gold and silver.	Franc.....	.19, 3	Gold—10 and 20 franc pieces; silver—5 francs.
Brazil.....	Gold.....	Milreis.....	.54, 6	Gold—5, 10, and 20 milreis; silver— $\frac{1}{2}$, 1, and 2 milreis.
British North America (except Newfoundland).	.....do.....	Dollar.....	1.00	
Chile.....	.....do.....	Peso.....	.36, 5	Gold—escudo (\$1.25), doubloon (\$3.65), and condor (\$7.30); silver—peso and divisions.
Costa Rica.....	.....do.....	Colon.....	.46, 5	Gold—2, 5, 10, and 20 colons; silver—5, 10, 25, and 50 centimos.
Cuba.....	Gold and silver.	.....do.....	.92, 6	Gold—doubloon (\$5.01, 7); silver—peso.
Denmark.....	Gold.....	Crown.....	.26, 8	Gold—10 and 20 crowns.
Egypt.....	.....do.....	Pound (100 piasters).	4.94, 3	Gold—10, 20, 50, and 100 piasters; silver—1, 2, 10, and 20 piasters.
Finland.....	.....do.....	Mark.....	.19, 3	Gold—10 and 20 marks (\$1.93 and \$3.85, 9).
France.....	Gold and silver.	Franc.....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Germany.....	Gold.....	Mark.....	.23, 8	Gold—5, 10, and 20 marks.
Great Britain.....	.....do.....	Pound sterling.	4.86, 6 $\frac{1}{2}$	Gold—sovereign (pound sterling) and half sovereign.
Greece.....	Gold and silver.	Drachma.....	.19, 3	Gold—5, 10, 20, 50, and 100 drachmas; silver—5 drachmas.
Haiti.....	.....do.....	Gourde.....	.96, 5	Silver—gourde.
Italy.....	.....do.....	Lira.....	.19, 3	Gold—5, 10, 20, 50, and 100 lire; silver—5 lire.
Japan ³	Gold.....	Yen.....	.49, 8	Gold—1, 2, 5, 10, and 20 yen.
Liberia.....	.....do.....	Dollar.....	1.00	
Netherlands ⁴	Gold and silver.	Florin.....	.40, 2	Gold—10 florins; silver— $\frac{1}{2}$, 1, and 2 $\frac{1}{2}$ florins.
Newfoundland.....	Gold.....	Dollar.....	1.01, 4	Gold—\$2 (\$2.02, 7).
Portugal.....	.....do.....	Milreis.....	1.08	Gold—1, 2, 5, and 10 milreis.
Russia ⁵.....	.....do.....	Ruble.....	.51, 4	Gold—Imperial (\$7.718), $\frac{1}{2}$ Imperial (\$3.80), and 1 ruble; silver— $\frac{1}{2}$, 1, and 1 ruble.
Spain.....	Gold and silver.	Peseta.....	.19, 3	Gold—25 pesetas; silver—5 pesetas.
Sweden and Norway.	Gold.....	Crown.....	.26, 8	Gold—10 and 20 crowns.
Switzerland.....	Gold and silver.	Franc.....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Turkey.....	Gold.....	Piaster.....	.04, 4	Gold—25, 50, 100, 200, and 500 piasters.
Uruguay.....	.....do.....	Peso.....	1.034	Gold—peso; silver—peso and divisions.
Venezuela.....	Gold and silver.	Bolivar.....	.19, 3	Gold—5, 10, 20, 50, and 100 bolivars; silver—5 bolivars.

¹ In 1874-1875 the gold standard prevailed.

² The gold standard was adopted Oct. 1, 1892. (See Consular Reports, No. 147, p. 623.) Values are still, however, frequently expressed in the florin or gulden, which is worth 2 crowns or 40.6 cents.

³ Gold standard adopted Oct. 1, 1897. (See Consular Reports, No. 201, p. 259.)

⁴ See note to table of fluctuating currencies.

⁵ For an account of the adoption of the gold standard, see Review of the World's Commerce, 1896-97, p. 254.

VALUES OF FOREIGN COINS.

9

B.—Countries with fluctuating currencies, 1874–1890.

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1874.	1875.	1878.	1880.	1883.	1884.
Austria-Hungary ¹ .	Silver	Florin	\$0.47, 6	\$0.45, 3	\$0.45, 3	\$0.41, 3	\$0.40, 1	\$0.39, 8
Bolivia	do	Dollar until 1890; boliviano thereafter.	.96, 5	.96, 5	.96, 5	.83, 6	.81, 2	.80, 6
Central America	do	Peso	.96, 5	.91, 8	.91, 8	.83, 6		
China	Silver	Haikwan tael.	1.61	1.61				
Colombia	do	Peso	.96, 5	.96, 5	.96, 5	.83, 6	.81, 2	.80, 6
Ecuador	do	do	.96, 5	.91, 8	.91, 8	.83, 6	.81, 2	.80, 6
Egypt ²	Gold	Pound (100 piasters).			4.97, 4	4.97, 4	4.90	4.90
India ³	Silver	Rupee	.45, 8	.43, 6	.43, 6	.39, 7	.38, 6	.38, 3
Japan	{ Gold } { Silver }	{ Yen }	{ .99, 7 }	{ .99, 7 }	{ .99, 7 }	{ .99, 7 }	{ .87, 6 }	{ .86, 9 }
Mexico	do	Dollar	1.04, 7½	.99, 8	.99, 8	.90, 9	.88, 2	.87, 5
Netherlands ⁴	Gold and silver.	Florin	.40, 5	.38, 5	.38, 5	.40, 2		
Peru	Silver	Sol.	.92, 5	.91, 8	.91, 8	.83, 6	.81, 2	.80, 6
Russia	do	Ruble	.77, 17	.73, 4	.73, 4	.66, 9	.65	.64, 5
Tripoli	do	Mahbub of 20 piasters.	.87, 09	.82, 9	.82, 9	.74, 8	.73, 3	.72, 7

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1885.	1886.	1887.	1888.	1889	1890
Austria-Hungary ¹ .	Silver	Florin	\$0.39, 3	\$0.37, 1	\$0.35, 9	\$0.34, 5	\$0.33, 6	\$0.42
Bolivia	do	Dollar until 1890; boliviano thereafter.	.78, 5	.75, 1	.72, 7	.69, 9	.68	.85
Central America	do	Peso				.69, 9	.68	.85
Colombia	do	do	.78, 5	.75, 1	.72, 7	.69, 9	.68	.85
Ecuador	do	do	.78, 5	.75, 1	.72, 7	.69, 9	.68	.85
Egypt ²	Gold	Pound (100 piasters).	4.90	4.90	4.94, 3	4.94, 3	4.94, 3	4.94, 3
India ³	Silver	Rupee	.37, 8	.35, 7	.34, 6	.32, 2	.32, 3	.40, 4
Japan	{ Gold } { Silver }	{ Yen }	{ .85, 8 }	{ .81 }	{ .78, 4 }	{ .75, 3 }	{ .73, 4 }	{ .91, 7 }
Mexico	do	Dollar	.86, 4	.81, 6	.79	.75, 9	.73, 9	.92, 3
Peru	Silver	Sol.	.79, 5	.75, 1	.72, 7	.69, 9	.68	.85
Russia	do	Ruble	.63, 6	.60, 1	.58, 2	.55, 9	.54, 4	.68
Tripoli	do	Mahbub of 20 piasters.	.71, 7	.67, 7	.65, 6	.63	.61, 4	.76, 7

Countries.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—		
		1892.	1893.	1894.
Bolivia	Silver boliviano	\$0.60, 1	\$0.61, 3	\$0.51, 6
Central America	Silver peso	.69, 1	.61, 3	.51, 6
China ⁵	{ Shanghai tael. { Haikwan tael.	{ 1.02, 1 { 1.13, 7	{ .90, 6 { 1.01	{ .76, 2 { .84, 9
Colombia	Silver peso	.69, 1	.61, 3	.51, 6
Ecuador	do	.69, 1	.61, 3	.51, 6
India	Silver rupee	.32, 8	.29, 2	.24, 5
Japan	Silver yen	.74, 5	.66, 1	.55, 6
Mexico	Silver dollar	.75	.66, 6	.56
Peru	Silver sol	.69, 1	.61, 3	
Russia	Silver ruble	.55, 3	.49, 1	.51, 6
Tripoli	Silver mahbub	.62, 3	.55, 3	.41, 3

¹ See note, table of fixed currencies.

² The Egyptian pound became fixed in value in 1887.

³ Value of the rupee to be determined by consular certificate.

⁴ The florin became fixed in 1890 at 40.2 cents.

⁵ Every port in China has two taels, one being the Government, or Haikwan, tael, in which all duties have to be paid, and the other the market tael.

C.—Quarterly valuations of fluctuating currencies.

Countries.	Monetary unit.	1895.				1896.			
		Jan. 1.	April 1.	July 1.	Oct. 1.	Jan. 1.	April 1.	July 1.	Oct. 1.
Bolivia	Silver boliviano	\$0.45, 5	\$0.44, 1	\$0.48, 6	\$0.48, 6	\$0.49, 1	\$0.49, 3	\$0.49, 7	\$0.49
Central America	Silver peso .....	.45, 5	.44, 1	.48, 6	.48, 6	.49, 1	.49, 3	.49, 7	.49
China ¹	Amoy tael .....								.79, 3
	Canton tael .....								.79
	Chefoo tael .....	.70, 4	.68, 3	.75, 1	.75, 2	.75, 9	.76, 3	.76, 9	.75, 8
	Chinkiang tael .....								.77, 4
	Fuchau tael .....								.73, 3
	Haikwan tael .....	.74, 9	.75, 6	.80	.80	.80, 8	.81, 2	.81, 9	.80, 6
	Hankow tael .....								.74, 2
	Ningpo tael .....								.76, 2
	Niuchwang tael .....								.74, 3
	Shanghai tael .....	.67, 3	.65, 2	.71, 8	.71, 8	.72, 5	.72, 9	.73, 5	.73, 4
	Swatow tael .....								.72, 2
	Takao tael .....								.79, 8
Colombia	Tientsin tael .....	.71, 4	.69, 2	.76, 1	.76, 2	.76, 9	.77, 3	.78	.76, 8
	Silver peso .....	.45, 5	.44, 1	.48, 6	.48, 6	.49, 1	.49, 3	.49, 7	.49
Ecuador	do .....	.45, 5	.44, 1	.48, 6	.48, 6	.49, 1	.49, 3	.49, 7	.49
India ²	Silver rupee .....	.21, 6	.21	.23, 1	.23, 1	.23, 3	.23, 4	.23, 6	.23, 3
Japan	Silver yen .....	.49, 1	.47, 6	.52, 4	.52, 4	.52, 9	.53, 2	.53, 2	.52, 8
Mexico	Silver dollar .....	.49, 5	.47, 9	.52, 8	.52, 8	.53, 3	.53, 6	.54	.53, 2
Persia	Silver kran .....			.08, 9	.09	.09	.09, 1	.09, 2	.09
Peru	Silver sol .....	.45, 5	.44, 1	.48, 6	.48, 6	.49, 1	.49, 3	.49, 7	.49
Russia	Silver ruble .....	.36, 4	.35, 3	.38, 9	.38, 9	.39, 3	.39, 5	.39, 8	.39, 2
Tripoli	Silver mahbub .....	.41, 1	.39, 8	.43, 8	.43, 8	.44, 3	.44, 5	.44, 9	.44, 2

Countries.	Monetary unit.	1897.				1898.	
		Jan. 1.	April 1.	July 1.	Oct. 1.	Jan. 1.	Apr. 1.
Bolivia	Silver boliviano	\$0.47, 4	\$0.46, 8	\$0.44, 3	\$0.41, 2	\$0.42, 4	\$0.40, 9
Central America	Silver peso .....	.47, 4	.46, 5	.44, 3	.41, 2	.41, 4	.40, 9
China ¹	Amoy tael .....	.76, 7	.75, 7	.71, 7	.66, 4	.68, 5	.66, 2
	Canton tael .....	.76, 5	.75, 5	.71, 5	.66, 4	.68, 3	.66
	Chefoo tael .....	.73, 3	.72, 4	.68, 6	.63, 7	.65, 5	.63, 3
	Chinkiang tael .....	.74, 9	.73, 9	.70	.65, 1	.66	.64, 6
	Fuchau tael .....	.70, 9	.70	.66, 3	.61, 6	.63, 4	.61, 2
	Haikwan tael .....	.78	.77	.73, 1	.67, 8	.69, 7	.67, 3
	Hankow tael .....	.71, 7	.70, 8	.67, 1	.62, 3	.64, 1	.61, 9
	Ningpo tael .....	.73, 7	.72, 8	.68, 9	.64	.64, 3	.63, 6
	Niuchwang tael .....	.71, 9	.71	.67, 2	.62, 5	.65, 9	.62
	Shanghai tael .....	.70	.69, 1	.65, 5	.60, 8	.62, 6	.60, 4
	Swatow tael .....	.70, 8	.69, 9	.66, 2	.61, 5	.63, 3	.61, 1
	Takao tael .....	.77, 2	.76, 2	.72, 2	.67	.66	.66, 6
Colombia	Tientsin tael .....	.74, 3	.73, 4	.69, 5	.64, 6	.66, 4	.64, 1
	Silver peso .....	.47, 4	.46, 8	.44, 3	.41, 2	.42, 4	.40, 9
Ecuador	do .....	.47, 4	.46, 8	.44, 3	.41, 2	.42, 4	.40, 9
India ²	Silver rupee .....	.22, 5	.22, 2	.21, 1	.19, 6	.20, 1	.19, 1
Japan ³	Silver yen .....	.51, 1	.50, 5				
Mexico	Silver dollar .....	.51, 5	.50, 8	.48, 2	.44, 6	.46	.44, 4
Persia	Silver kran .....	.08, 7	.08, 6	.08, 2	.07, 6	.07, 8	.07, 9
Peru	Silver sol .....	.47, 4	.46, 8	.44, 3	.41, 2	.42, 4	
Russia ⁴	Silver ruble .....	.37, 9	.37, 4				
Tripoli	Silver mahbub						

¹ Every port in China has two taels, one being the Government, or Haikwan, tael, in which all duties have to be paid, and the other the market tael.

² Value of the rupee to be determined by consular certificate.

³ Gold standard adopted Oct. 1, 1897. (See Consular Reports, No. 201, p. 259.)

⁴ See note, table of fixed currencies.

FOREIGN WEIGHTS AND MEASURES.

The following table embraces only such weights and measures as are given from time to time in Consular Reports and in Commercial Relations:

Foreign weights and measures, with American equivalents.

Denominations.	Where used.	American equivalents.
Almude.....	Portugal.....	4.422 gallons.
Ardeb.....	Egypt.....	7.6907 bushels.
Arc.....	Metric.....	0.02471 acre.
Arrobe.....	Paraguay.....	25 pounds.
Aratel or libra.....	Portugal.....	1.011 pounds.
Arroba (dry).....	Argentine Republic.....	25.3175 pounds.
Do.....	Brazil.....	32.38 pounds.
Do.....	Cuba.....	25.3664 pounds.
Do.....	Portugal.....	32.38 pounds.
Do.....	Spain.....	25.36 pounds.
Do.....	Venezuela.....	25.4024 pounds.
Arrobe (liquid).....	Cuba, Spain, and Venezuela.....	4.263 gallons.
Arshine.....	Russia.....	25 inches.
Arshine (square).....	do.....	5.44 square feet.
Artel.....	Morocco.....	1.12 pounds.
Baril.....	Argentine Republic and Mexico.....	20.0787 gallons.
Barrel.....	Malta (customs).....	11.4 gallons.
Do.....	Spain (raisins).....	100 pounds.
Berkovets.....	Russia.....	361.12 pounds.
Bongkal.....	India.....	832 grains.
Bouw.....	Sumatra.....	7,096.5 square meters.
Bu.....	Japan.....	0.1 inch.
Butt (wine).....	Spain.....	140 gallons.
Caffiso.....	Malta.....	5.4 gallons.
Candy.....	India (Bombay).....	529 pounds.
Do.....	India (Madras).....	500 pounds.
Cantar.....	Morocco.....	113 pounds.
Do.....	Syria (Damascus).....	575 pounds.
Do.....	Turkey.....	124.7036 pounds.
Cantaro (cantar).....	Malta.....	175 pounds.
Carga.....	Mexico and Salvador.....	300 pounds.
Catty.....	China.....	1.3334 (14) pounds.
Do.....	Japan.....	1.31 pounds.
Do.....	Java, Siam, and Malacca.....	1.35 pounds.
Do.....	Sumatra.....	2.12 pounds.
Centaro.....	Central America.....	4.2681 gallons.
Centner.....	Bremen and Brunswick.....	117.5 pounds.
Do.....	Darmstadt.....	110.24 pounds.
Do.....	Denmark and Norway.....	110.11 pounds.
Do.....	Nuremberg.....	112.43 pounds.
Do.....	Prussia.....	113.44 pounds.
Do.....	Sweden.....	93.7 pounds.
Do.....	Vienna.....	123.5 pounds.
Do.....	Zollverein.....	110.24 pounds.
Do.....	Double or metric.....	220.46 pounds.
Chih.....	China.....	14 inches.
Coyan.....	Sarawak.....	3,098 pounds.
Do.....	Siam (Koyan).....	2,667 pounds.
Cuadra.....	Argentine Republic.....	4.2 acres.
Do.....	Paraguay.....	78.9 yards.
Do.....	Paraguay (square).....	8,077 square feet.
Do.....	Uruguay.....	Nearly 2 acres.
Cubic meter.....	Metric.....	35.3 cubic feet.
Cwt (hundred weight).....	British.....	112 pounds.
Deaslatine.....	Russia.....	2,0997 acres.
Do.....	Spain.....	1,599 bushels.
Drachme.....	Greece.....	Half ounce.
Dun.....	Japan.....	1 inch.
Egyptian weights and measures.....	(See Consular Reports No. 144).	

Foreign weights and measures, with American equivalents—Continued.

Denominations.	Where used.	American equivalents.
Fanega (dry).....	Central America.....	1.5745 bushels.
Do.....	Chile.....	2.575 bushels.
Do.....	Cuba.....	1.599 bushels.
Do.....	Mexico.....	1.54728 bushels.
Do.....	Morocco.....	Strike fanega, 70 lbs.; full fanega, 118 lbs.
Do.....	Uruguay (double).....	7.776 bushels.
Do.....	Uruguay (single).....	3.888 bushels.
Do.....	Venezuela.....	1.599 bushels.
Fanega (liquid).....	Spain.....	16 gallons.
Feddán.....	Egypt.....	1.03 acres.
Frail (raisins).....	Spain.....	50 pounds.
Frasco.....	Argentine Republic.....	2.5096 quarts.
Do.....	Mexico.....	2.5 quarts.
Fuder.....	Luxemburg.....	264.17 gallons.
Garnice.....	Russian Poland.....	0.86 gallon.
Gram.....	Metric.....	15.432 grains.
Hectare.....	do.....	2.471 acres.
Hectoliter:		
Dry.....	do.....	2.838 bushels.
Liquid.....	do.....	26.417 gallons.
Joch.....	Austria-Hungary.....	1.422 acres.
Ken.....	Japan.....	.4 yards.
Kilogram (kilo).....	Metric.....	2.2046 pounds.
Kilometer.....	do.....	0.621376 mile.
Klafter.....	Russia.....	216 cubic feet.
Kota.....	Japan.....	5.13 bushels.
Korree.....	Russia.....	3.5 bushels.
Last.....	Belgium and Holland.....	85.134 bushels.
Do.....	England (dry malt).....	82.52 bushels.
Do.....	Germany.....	2 metric tons (4,480 pounds).
Do.....	Prussia.....	112.29 bushels.
Do.....	Russian Poland.....	113 bushels.
Do.....	Spain (salt).....	4,760 pounds.
League (land).....	Paraguay.....	4,633 acres.
Li.....	China.....	2,115 feet.
Libra (pound).....	Castilian.....	7,100 grains (troy).
Do.....	Argentine Republic.....	1.0127 pounds.
Do.....	Central America.....	1.043 pounds.
Do.....	Chile.....	1.014 pounds.
Do.....	Cuba.....	1.0161 pounds.
Do.....	Mexico.....	1.01465 poundr
Do.....	Peru.....	1.0143 pounds.
Do.....	Portugal.....	1.011 pounds.
Do.....	Uruguay.....	1.0143 pounds.
Do.....	Venezuela.....	1.0161 pounds.
Liter.....	Metric.....	1.0567 quarts.
Livre (pound).....	Greece.....	1.1 pounds.
Do.....	Guiana.....	1.0791 pounds.
Load.....	England (timber).....	Square, 50 cubic feet; unhewn, 40 cubic feet; inch planks, 600 superficial feet.
Manzana.....	Costa Rica.....	1½ acres.
Do.....	Nicaragua and Salvador.....	1.727 acres.
Marco.....	Bolivia.....	0.507 pounds.
Maund.....	India.....	82½ pounds.
Meter.....	Metric.....	39.37 inches.
Mil.....	Denmark.....	4.68 miles.
Do.....	Denmark (geographical).....	4.61 miles.
Milla.....	Nicaragua and Honduras.....	1.1493 miles.
Morgen.....	Prussia.....	0.63 acre.
Oke.....	Egypt.....	2.7225 pounds.
Do.....	Greece.....	2.84 pounds.
Do.....	Hungary.....	3.0817 pounds.
Do.....	Turkey.....	2.85418 pounds.
Pic.....	Hungary and Wallachia.....	2.5 pints.
Picul.....	Egypt.....	21½ inches.
Do.....	Borneo and Celebes.....	135.64 pounds.
Do.....	China, Japan, and Sumatra.....	135½ pounds.
Do.....	Java.....	135.1 pounds.
Do.....	Philippine Islands (hemp).....	139.45 pounds.
Do.....	Philippine Islands (sugar).....	140 pounds.
Pio.....	Argentine Republic.....	0.9478 foot.
Do.....	Castile.....	0.91407 foot.
Pik.....	Turkey.....	27.9 inches.
Pood.....	Russia.....	36.112 pounds.
Fund (pound).....	Denmark and Sweden.....	1.102 pounds.
Quarter.....	Great Britain.....	8.252 bushels.

Foreign weights and measures, with American equivalents—Continued.

Denominations.	Where used.	American equivalents.
Quarter.....	London (coal).....	36 bushels.
Quintal.....	Argentine Republic.....	101.42 pounds.
Do.....	Brazil.....	130.06 pounds.
Do.....	Castile, Chile, Mexico, and Peru.....	101.61 pounds.
Do.....	Greece.....	123.2 pounds.
Do.....	Newfoundland (fish).....	112 pounds.
Do.....	Paraguay.....	100 pounds.
Do.....	Syria.....	125 pounds.
Do.....	Metric.....	220.46 pounds.
Rottle.....	Palestine.....	6 pounds.
Do.....	Syria.....	5½ pounds.
Segen.....	Russia.....	7 feet.
Salm.....	Malta.....	490 pounds.
Se.....	Japan.....	3.6 feet.
Seer.....	India.....	1 pound 13 ounces.
Shaku.....	Japan.....	10 inches.
Sho.....	do.....	1.6 quarts.
Standard (St. Petersburg).....	Lumber measure.....	165 cubic feet.
Stone.....	British.....	14 pounds.
Suerte.....	Uruguay.....	2,700 cuadras (see cuadra).
Tael.....	Cochin China.....	590.75 grains (troy).
Tan.....	Japan.....	0.25 acre.
To.....	do.....	2 pecks.
Ton.....	Space measure.....	40 cubic feet.
Tonde (cereals).....	Denmark.....	3.94783 bushels.
Tondeland.....	do.....	1.36 acres.
Tsubo.....	Japan.....	6 feet square.
Tsun.....	China.....	1.41 inches.
Tunna.....	Sweden.....	4.5 bushels.
Tunnland.....	do.....	1.22 acres.
Vara.....	Argentine Republic.....	34.1208 inches.
Vara.....	Castile.....	0.914117 yard.
Do.....	Central America.....	32.87 inches.
Do.....	Chile and Peru.....	38.367 inches.
Do.....	Cuba.....	33.384 inches.
Do.....	Curacao.....	33.375 inches.
Do.....	Mexico.....	33 inches.
Do.....	Paraguay.....	34 inches.
Do.....	Venezuela.....	33.384 inches.
Vedro.....	Russia.....	2.707 gallons.
Vergees.....	Isle of Jersey.....	71.1 square rods.
Versat.....	Russia.....	0.663 mile.
Vlocka.....	Russian Poland.....	41.98 acres.

METRIC WEIGHTS AND MEASURES.

Metric weights:

Milligram ($\frac{1}{1000}$ gram) equals 0.0154 grain.
 Centigram ($\frac{1}{100}$ gram) equals 0.1543 grain.
 Decigram ($\frac{1}{10}$ gram) equals 1.5432 grains.
 Gram equals 15.432 grains.
 Decagram (10 grams) equals 0.3527 ounce.
 Hectogram (100 grams) equals 3.5274 ounces.
 Kilogram (1,000 grams) equals 2.2046 pounds.
 Myriagram (10,000 grams) equals 22.046 pounds.
 Quintal (100,000 grams) equals 220.46 pounds.
 Millier or tonnea—ton (1,000,000 grams) equals 2,204.6 pounds.

Metric dry measures:

Milliliter ($\frac{1}{1000}$ liter) equals 0.061 cubic inch.
 Centiliter ($\frac{1}{100}$ liter) equals 0.6102 cubic inch.
 Deciliter ($\frac{1}{10}$ liter) equals 6.1022 cubic inches.
 Liter equals 0.908 quart.
 Decaliter (10 liters) equals 9.08 quarts.
 Hectoliter (100 liters) equals 2.838 bushels.
 Kiloliter (1,000 liters) equals 1.308 cubic yards.

Metric liquid measures:

Milliliter ($\frac{1}{1000}$ liter) equals 0.0388 fluid ounce.
 Centiliter ($\frac{1}{100}$ liter) equals 0.338 fluid ounce.
 Deciliter ($\frac{1}{10}$ liter) equals 0.845 gill.
 Liter equals 1.0567 quarts.

Metric liquid measures—Continued.

- Decaliter (10 liters) equals 2.6418 gallons.
- Hectoliter (100 liters) equals 26.418 gallons.
- Kiloliter (1,000 liters) equals 264.18 gallons.

Metric measures of length:

- Millimeter ($\frac{1}{1000}$ meter) equals 0.0394 inch.
- Centimeter ($\frac{1}{100}$ meter) equals 0.3937 inch.
- Decimeter ($\frac{1}{10}$ meter) equals 3.937 inches.
- Meter equals 39.37 inches.
- Decameter (10 meters) equals 39.37 inches.
- Hectometer (100 meters) equals 328 feet 1 inch.
- Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).
- Myriameter (10,000 meters) equals 6.2137 miles.

Metric surface measures:

- Centare (1 square meter) equals 1,550 square inches.
- Are (100 square meters) equals 119.6 square yards.
- Hectare (10,000 square meters) equals 2.471 acres.

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

To the House of Representatives :

I transmit herewith a communication from the Secretary of State, accompanying the annual reports of the consuls of the United States upon foreign industries and commerce. In view of the value of these reports to the business interests of the country, I indorse the recommendation of the Secretary of State that Congress authorize the printing of a special edition of ten thousand copies of the general summary entitled "Review of the World's Commerce," and of five thousand copies of Commercial Relations (including this summary), to enable the Department of State to meet the demand for such information.

WILLIAM MCKINLEY.

EXECUTIVE MANSION,
Washington, May 16, 1898.

LETTER FROM THE SECRETARY OF STATE.

The PRESIDENT :

I have the honor to transmit, in accordance with section 208 of the Revised Statutes, the Commercial Relations of the United States with Foreign Countries during the years 1896 and 1897, being the annual reports of the consular officers of the United States on the industries and commerce of their respective districts. In addition to the usual reports, it will be found that the consular officers, under instructions from this Department, dated August 10, 1897, have prepared special reports upon the conditions of trade in the countries in which they are stationed, which seem to offer favorable openings for our products or to present disadvantages and hindrances thereto. For the convenience of the public, a summary of these reports and of additional data drawn from other sources has been prepared under the heading "Review of the World's Commerce" as an introduction to the whole. The object of this summary is to present a comprehensive survey of the industries and trade of the world as disclosed by the latest information available. The reports from the consular officers in response to the special instructions of August 10, 1897, exhibit increasing efficiency and industry in collecting information of

practical use to manufacturers and exporters, and in many instances, offer most valuable suggestions for extending our foreign commerce. I have the honor to recommend that Congress be requested, in accordance with previous action, March 2, 1897, and April 8, 1896, to authorize the printing, under the direction of the Department of State, of a special edition of 10,000 copies of the Review of the World's Commerce, to be distributed by the Department as the daily, monthly, and special consular reports are now distributed, and of 5,000 copies of Commercial Relations, to enable the Department to meet requests for the entire work. Since January 3, 1898, the Department of State has issued the miscellaneous reports of diplomatic and consular officers upon commerce and industries of foreign countries from day to day as they are received by the Department, and these are combined at the end of the month in the regular edition of the publication, Consular Reports, which has been printed monthly since the year 1880. The daily edition is intended especially for the convenience of the newspapers and organized trade bodies of the United States, with the view to the widest dissemination of the commercial and industrial data secured by the Department, with the least delay. Both the daily and monthly reports, while having a permanent value, find their chief importance in the immediate uses of manufacturers and exporters, and this feature of the commercial service of the Department is still further emphasized by the provision made by Congress in the diplomatic and consular appropriation bill, approved March 9, 1898, for obtaining reports by cable upon matters of immediate importance to commerce and industry. While the Department has addressed itself especially to the effort to make the current information collected by diplomatic and consular officers instantly available to the public, it has not lost sight of the fact that the annual volumes, Commercial Relations, with the introductory Review, has equal claims upon its diligence as a comprehensive work of reference, detailing the commercial and industrial activities of the world from year to year. The interest and zeal of both the diplomatic and consular representatives of the United States in collecting data, with the view of making the annual reports as complete and accurate as possible, show a most gratifying increase, and it is not unreasonable to hope that the development of this branch of the Department's work will keep pace with the growth of our export trade.

Respectfully submitted.

WILLIAM R. DAY.

DEPARTMENT OF STATE,
Washington, May 16, 1898.

INSTRUCTION TO CONSULAR OFFICERS.

DEPARTMENT OF STATE,
Washington, August 1st, 1897.

To the Consular Officers of the United States.

GENTLEMEN: In pursuance to instructions sent you July 8, 1896, and to paragraph 3 of section 592 (pp. 253 and 254) of Consular Regulations, you are hereby instructed to prepare and forward to the Bureau of Foreign Commerce (formerly the Bureau of Statistics) of this Department, not later than October 15 next, a report, in an unnumbered dispatch, on the commerce and industries of your consular district, covering any facts and figures for the year 1896 not already transmitted to the Department, and as complete and accurate a statement as may be obtained of the trade and industries of said district for the six months ended June 30, 1897.

The special object of this instruction is to enable the Department to lay before Congress, not later than the 1st of January, 1898, a comprehensive statement of the trade not only of the United States with the rest of the world, but of the various countries with each other. The Department is aware of the difficulty of obtaining official statistics covering so recent a period as the first half of the year 1897, but the success which has attended previous efforts of consular officers in obtaining recent information from both official and unofficial sources, as embodied in the Reviews of the World's Commerce for 1894-95 and 1895-96, published separately, and also as an introduction to the annual volumes Commercial Relations of the United States for those years, encourages the hope that you will be enabled to make a satisfactory exhibit. The Department is not so much concerned as to obtaining detailed figures with the stamp of official accuracy as in securing an intelligent survey of the industrial activity and general tendencies of trade. The business men of the United States are particularly interested in learning whether there has been an increase or decrease in the more important lines of exports and imports, especially such as enter into the trade of the United States; also the application of new processes of an industrial character which may either open up a new channel of supply from this country or suggest to our manufacturers improvements in their own processes or the creation of new industries. You are doubtless aware that the United States is rapidly taking the lead in certain forms of manufacture, both new and old. It has, for example, developed its exports of bicycles to about \$6,000,000 per annum. It is also in the front rank in furnishing electrical supplies and improved manufacturing and scientific apparatus. It has for some time been foremost in the exportation of agricultural machinery, locomotives, sewing machines, and other forms of mechanical construction, in which the inventive skill of our people tells to the greatest advantage. The manufacture of boots and shoes and of various articles of leather for the export trade is fast becoming an important feature of our industrial activity. Our cotton goods, from their greater durability and attractiveness, hold certain markets at higher prices in competition with the inferior goods of English and other manufacturers. There are two points in which American manufacturers seem to have the advantage: First, the greater excellence and labor-saving quality of machines and apparatus of all kinds, and, second, the more attractive finish, combined with greater durability, of certain lines of goods, such as textiles, boots and shoes, furniture, tools, etc. It would be very valuable to our manufacturers to know whether these qualities have made any impression in your district, and if they have not, what obstacles exist to their becoming favorably known.

Consular officers, from time to time, have reported upon deficiencies in American methods of packing goods and of the conditions of transportation, exchange, banking, etc., with this country, and the disadvantage under which we labor from the fact that European houses give longer credits and more liberal terms not only as to payment by their customers, but in manufacturing certain patterns and quantities of goods and in getting them up in attractive shape to meet local peculiarities and customs. All these subjects are matters of practical importance in considering the means of developing American trade, and you are requested to make such further sugges-

tions with regard to them as the more recent developments of business in your district seem to warrant.

Other subjects of special importance are: Changes in currency values, especially in the United States gold value of the monetary unit, and the rate of exchange; changes in tariff rates and customs rules, port regulations, wharfage dues; improvements in harbor facilities; extension of telegraph and cable service; existing condition of transportation facilities (internal, coastwise, and ocean), including new lines of railways, new wagon and caravan routes, new canal or river systems opened or projected, and the actual means and time of communication with United States ports, noting any material increase or decrease in freight rates; existing rates of licenses for carrying on business, especially those relating to commercial travelers; regulations affecting commercial travelers, including requirements as to passports, etc.; condition of the merchant marine, including data as to vessels built and vessels purchased from other countries; tonnage owned and employed in commerce with other countries, and methods of aiding and protecting the merchant marine; regulations, in brief, as to quarantine. Also, any laws or regulations of a discriminating character which affect American vessels; statement as to any taxes or excises, in addition to tariff rates, which affect United States trade; changes in patent, copyright, and trade-mark laws; existing postal rates, domestic and foreign.

Full information is also desired in regard to any laws requiring goods to be marked so as to show the country of origin or manufacture.

If it be impracticable for you to obtain all the information asked for in the time prescribed, state the fact in your dispatch and forward the omitted data as a supplementary report as soon as possible. You will observe on page 254 of Consular Regulations that the report herein called for is required to be transmitted by August 1. It is possible that you have already prepared your report in compliance with this regulation; if so, you need only supplement it with the additional data called for in this instruction.

Please acknowledge this instruction by addressing the Chief of the Bureau of Foreign Commerce and informing him whether he may expect the report called for within the time necessary for transmission after October 15.

A copy of Commercial Relations for 1895-96 has been sent to each of the consular officers; by referring to it, and especially to the introduction, "Review of the World's Commerce," you will be able to inform yourself as to details in the preparation of the required report.

Respectfully yours,

THOS. W. CRIDLER,
Third Assistant Secretary.

REVIEW OF THE WORLD'S COMMERCE.

INTRODUCTION.

Since the date of transmission to Congress of the last annual "Review," February 26, 1897, events of great importance in the commercial and industrial movements of nations have occurred, and these, taken in conjunction with the development of conditions then existing, present considerations of special interest to the manufacturers and exporters of the United States. As was indicated in the "Review" for 1894-95 and 1895-96, the commercial relations of the United States are undergoing a marked and significant change, which may be said to have proceeded during the twelve months ended March 31, 1898, at an accelerated pace. The United States is no longer the "granary of the world" merely. While its export of agricultural products has increased to a remarkable extent during the past year,* its sales abroad of manufactured goods have continued to extend with a facility and promptitude of results which have excited the serious concern of countries that, for generations, had not only controlled their home markets, but had practically monopolized certain lines of trade in other lands. When we consider that this result has been reached with comparative ease, in spite of added impediments to United States exports in the form of discriminations of various kinds, and notwithstanding the fact that organized effort to reach foreign markets for our manufactures is as yet in its infancy, the ability of the United States to compete successfully with the most advanced industrial nations in any part of the world, as well as with those nations in their home markets, can no longer be seriously questioned. The reports of consular officers present many striking evidences of the increasing popularity of United States manufactures—especially iron and steel, labor-saving machinery and tools, boots and shoes, leather, furniture, bicycles, electrical supplies, hardware and cutlery, locomotives, cotton goods, etc., throughout the world, and notwithstanding the enormous gain in export of agricultural products, amounting to nearly \$74,000,000 for the eight months ended February 28, 1898, as compared with the same period of the previous fiscal year,† the percentage of exports of manufactures as compared with the total exports shows a decline of but 1.52 per cent. During the eight months of the fiscal year 1898, there was, in fact, an increase in exports of manufactures amounting to \$6,474,245. In a paper entitled

* See Our Foreign Trade in Agricultural Products During the Five Fiscal Years, 1893-1897, by Frank H. Hitchcock, Chief Section of Foreign Markets, United States Department of Agriculture.

† See Monthly Summary of Finance and Commerce for February, 1898, corrected to April 1, 1898, issued from the Bureau of Statistics, Treasury Department, page 1113.

"Our Foreign Commerce For The Year 1897,"* Prof. Charles J. Bullock, of Cornell University, says:

In 1892, exports of agricultural produce amounted to \$799,228,222, or 78.69 per cent of the total exportations, while exports of manufactured goods amounted to \$158,510,937, or 15.61 per cent of the entire export trade. In 1897, on the other hand, agricultural exports were valued at \$683,878,990, or 66.27 per cent of the total, while manufactures were represented by \$276,357,861, or 26.78 per cent of the whole volume of exports. It is evident, therefore, that the large increase in our exports during the last twelve months has been due largely to the extension of the foreign market for our manufactured goods.

The secret of the steady advance of United States goods in popular appreciation wherever they are introduced is to be found in their superior excellence at little, if any, difference of cost to the consumer. The only thing lacking to enhance their acceptability would seem to be the special adaptation of the styles and patterns to the local requirements of a particular market. Until quite recently, it was a common impression in foreign countries, as well as in the United States, that the higher wages paid in the latter would always operate to the disadvantage of our exporters in the competition for the sale of manufactured goods abroad. Actual trial, however, seems to have proved that, owing to the greater producing capacity of the average American operative with the aid of labor-saving machinery, the real cost of United States goods in many lines of manufacture is lower than that of similar products in European countries, and that the American exporter is thus enabled to meet his foreign rival on more nearly equal terms, or even to undersell him. The practical working out of this result is clearly shown in a report by Consul-General Mason on American shoes in European markets, which was printed as No. 89 of Advance Sheets, United States Consular Reports, April 16, 1898.

"The labor cost of a pair of American factory-made shoes," says Consul-General Mason, "is definitely less than that of a similar pair of shoes made in a German factory. The reasons for this apparent anomaly are that the American factory system is admittedly superior to that of any other country. In our country, the shoe manufacture has been specialized; the whole energy of a factory, equipped with the most perfect machinery, is concentrated upon the production of one, two, or three special classes of shoes, one factory turning out, for instance, only women's shoes, another men's, and another children's footwear of a certain style and price. The German manufacturers, on the other hand, have generally not yet passed the stage at which a single factory is spread out over the entire industry and makes everything that the retail dealer may want—shoes of several grades and patterns for both sexes and for all ages and conditions of life. The result of these different systems will be readily guessed. While a European shoe factory employing, say, 100 operatives, turns out 200 pairs of 'Goodyear-welt' shoes per day, the American factory with the same number of employees produces from 450 to 500 pairs, and although the wages paid to the American work people are higher per day, the labor cost of their work is less per pair than that of the German product." What is true of the shoe industry in the United States is equally true of many other lines of industry, and the advantage thus secured in the relative cheapness of product serves largely to explain the great strides made in recent years in our exports of manufactures, and offers the strongest reason for confidence as to the future expansion of this branch of our commerce, so vital to our industrial growth.

* Printed in the New York Times, August 17, 1898.

It is frequently asserted of particular industries in the United States that the output of factories working at full capacity is much greater than the domestic market can possibly consume, and it seems to be conceded that every year we shall be confronted with an increasing surplus of manufactured goods for sale in foreign markets if American operatives and artisans are to be kept employed the year round. The enlargement of foreign consumption of the products of our mills and workshops has, therefore, become a serious problem of statesmanship as well as of commerce, and this fact is evidenced in the steps being taken to negotiate reciprocal agreements with various nations, as well as in the important efforts being made by such organized trade bodies as the chambers of commerce of great export centers, the National Association of Manufacturers of the United States, the Philadelphia Commercial Museum, the export associations of New York, and other like organizations, to open new channels of trade as well as to improve the old ones. A practical advance in this direction of special significance is the recent establishment by the National Association of Manufacturers, at the capital city of Venezuela, of a warehouse for samples of United States goods. The Philadelphia Museum has already accomplished great good in its efforts to inform our manufacturers and exporters of actual trade conditions in foreign countries, and to instruct the latter as to the special merits of American goods. In all such enterprises, the zealous cooperation of the diplomatic representatives and consular officers of the United States is freely given, and substantial improvement, under special instructions from the Department of State, it is believed, has been effected in the character as well as in the volume of information which is constantly being obtained from these sources for the benefit of American industries and trade.

In view of what may be termed an American invasion of the markets of the world, the attitude of the leading commercial nations toward each other and the relation which their industrial activities and trade interests bear to the United States become a matter of practical concern. The more important incidents of the past year in foreign diplomacy have, therefore, a significance for us which might not have attached to them in the absence of concerted efforts to extend the sale of our goods. It may be said that the chief business of European diplomacy at the present day is to secure new "spheres of influence" and wider opportunities for trade, as well as suitable territory for occupation by the overflow of population from the more densely inhabited countries. The world has watched the progress of the diplomatic drama in China with an interest which has been heightened by the knowledge that the practical outcome might be either the opening of new channels of trade to the commerce of the globe, or the appropriation of them by particular nations for their own special benefit. China has, for some years, been one of the most promising fields for American enterprise, industry, and capital, and the entrance of that vast Empire upon the path of western development under conditions which would secure equality of opportunity to the United States, would doubtless result in immense gains to our manufacturers in the demand, sure to follow, for lines of supplies and goods of various descriptions that we are preeminently fitted to provide.

The solution of the problem of the future commercial conditions of the Chinese Empire has, therefore, an immediate and most important relation to the expansion of our export trade, especially that of the Pacific slope. The partition of Africa among the European powers offers considerations of an economic character of almost equal magni-

tude, while the plans of the more active commercial nations, for increasing their respective shares of the trade of the Latin-American markets, affect us even more seriously in the development of our commercial intercourse with the southern half of the Western Hemisphere. The "international isolation" of the United States, so far as industry and commerce are concerned, has, in fact, been made a thing of the past by the logic of the change in our economic requirements, and we can no longer afford to disregard international rivalries, now that we ourselves have become a competitor in the world-wide struggle for trade.

Nor is it with the relations of the different nations toward each other that we are alone concerned. The industrial changes occurring within the territory of each obtain a new and much graver importance in their possible effect upon our nascent development as an exporter of manufactured goods. The conditions contributing to the rapid growth of manufactures in Mexico in recent years; the fiscal changes in Russia, India, and Japan, as well as in some of the Latin-American countries; the extraordinary impulse given to the industrial and commercial growth of the German Empire as a factor of international trade; the advances of Russia on similar lines, and the rapid progress of the Siberian Railroad toward an open port on the Yellow Sea; the efforts of Great Britain to meet the industrial encroachments of other nations; the decline of the sugar industry in the West Indies as the result of beet-sugar competition; the troubles of Spain with her colonies; the discovery of gold in Alaska and adjacent territory in British Columbia; the tariff legislation of the United States, Canada, and other countries—all these phases of economic changes during the past year have an interest and importance for the individual manufacturer and individual operative in the United States, which are greatly enhanced by the transformation now going on in our industrial life, converting us slowly but surely from a people absorbed with the internal development of a virgin continent into one of the great commercial powers of the world, with the international interests and responsibilities which such a position necessarily implies.

It follows from the foregoing that the study of commercial and industrial conditions throughout the world, which for many years has been one of the chief duties of the diplomatic and consular representatives of the United States, has become a matter of the greatest practical importance, and it was because of the appreciation of the value of the immediate publication of the results of such investigations for the benefit of our manufacturers and exporters, that the Secretary of State, on the 7th of December, 1897, directed the printing and distribution of the Consular Reports from day to day immediately upon their receipt, and Congress, in pursuance to a recommendation from the Secretary, made provision in the diplomatic and consular appropriation bill, approved March 8, 1898, for obtaining such data of immediate value by cable. A British journal,* commenting upon the growth of United States manufactures and the assistance given by the consular service, says:

The United States has already taken the place allotted to it when first the Pilgrim Fathers sowed the seed of a nation in the New World, and the country stands to-day as one of the greatest manufacturing centers of the world. Although it still remains, and will always continue to be, a principal granary for the world's food supply, the United States, with a rapidity that can not fail to excite our admiration, has raised itself from a mere grain-growing country to the more advanced condition of a home manufacturing industry, and is now working side by side with ancient countries in

* The Consular Journal and Greater Britain, London, April 7, 1898.

turning out manufactured goods which a refined civilization demands from the hand of man. * * * This marvelous growth is to be attributed to several causes, the first of which is the restless energy and strong inventive genius of the American people. These two predominating qualities have been an enormous power in the hands of the citizens of the great Atlantic Republic, and they have known how to turn it to the best advantage. But these two qualities which we have just now mentioned could not have asserted themselves so dominantly all over the world, had it not been for the wise support which the State authorities have always given to the enterprising efforts of her children, by whose intelligent labor she has become great. The recent determination of Congress to issue daily consular trade reports is direct evidence that the Government of the United States is ready to assist in every possible way the merchants and manufacturers of the country to extend their trade. We are hoping that a similar step may soon be taken by the British Government in the interests of our merchants and manufacturers. It is a concession which the Consular Journal has been foremost in urging upon the Government, and we look forward confidently to its near accomplishment. No great manufacturing country in the world can afford to neglect any measures which will promote its trade abroad, and what other nations are doing we must necessarily do. Consuls are more than ever now the outposts of a country's trade, and they must, therefore, not only be well posted, but also have an unbroken chain of communication with their base.

In the instruction to consular officers, August 10, 1897, concerning the preparation of the annual reports for the two volumes, Commercial Relations, from which the Review is in the main compiled, special emphasis was laid upon the recent development of the export trade, and they were directed to address themselves particularly to the task of obtaining the latest data for the benefit of American industries seeking foreign outlets for their goods. On this point, the instruction says:

The business men of the United States are particularly interested in learning whether there has been an increase or decrease in the more important lines of exports and imports, especially such as enter into the trade of the United States; also, the application of new processes of an industrial character which may either open up a new channel of supply from this country or suggest to our manufacturers improvements in their own processes or the creation of new industries. You are doubtless aware that the United States is rapidly taking the lead in certain forms of manufacture, both new and old. It has, for example, developed its exports of bicycles to about \$6,000,000 per annum. It is also in the front rank in furnishing electrical supplies and improved manufacturing and scientific apparatus. It has for some time been foremost in the exportation of agricultural machinery, locomotives, sewing machines, and other forms of mechanical construction in which the inventive skill of our people tells to the greatest advantage. The manufacture of boots and shoes and of various articles of leather for the export trade is fast becoming an important feature of our industrial activity. Our cotton goods, from their greater durability and attractiveness, hold certain markets at higher prices in competition with the inferior goods of English and other manufacturers. There are two points in which American manufacturers seem to have the advantage: First, the greater excellence and labor-saving quality of machines and apparatus of all kinds; and, second, the more attractive finish, combined with greater durability, of certain lines of goods, such as textiles, boots, shoes, furniture, tools, etc. It would be very valuable to our manufacturers to know whether these qualities have made any impression in your district, and, if they have not, what obstacles exist to their becoming favorably known.

Consular officers, from time to time, have reported upon deficiencies in American methods of packing goods and of the conditions of transportation, exchange, banking, etc., with this country, and the disadvantage under which we labor from the fact that European houses give longer credits and more liberal terms, not only as to payment by their customers, but in manufacturing certain patterns and quantities of goods and in getting them up in attractive shape to meet local peculiarities and customs. All these subjects are matters of practical importance in considering the means of developing American trade, and you are requested to make such further suggestions with regard to them as the more recent developments of business in your district seem to warrant.

Other subjects of special importance are: Changes in currency values, especially in the United States gold value of the monetary unit, and the rate of exchange; changes in tariff rates and customs rules, port regulations, wharfage dues; improvements in harbor facilities; extension of telegraph and cable service; existing condition of transportation facilities (internal, coastwise, and ocean), including new lines of railway, new wagon and caravan routes, new canal or river systems, opened

or projected, and the actual means and time of communication with United States ports, noting any material increase or decrease in freight rates; existing rates of licenses for carrying on business, especially those relating to commercial travelers; regulations affecting commercial travelers, including requirements as to passports, etc.; condition of the merchant marine, including data as to vessels built and purchased from other countries; tonnage owned and employed in commerce with other countries, and methods of aiding and protecting the merchant marine; regulations in brief as to quarantine. Also any laws or regulations of a discriminating character which affect American vessels; statement as to any taxes or excises, in addition to tariff taxes, which affect United States trade; changes in patent, copyright, and trade-mark laws; existing postal rates, domestic and foreign.

Full information is also desired in regard to any laws requiring goods to be marked so as to show the country or origin of manufacture.

The responses to these directions from consular officers will be found to present a comprehensive picture of trade conditions throughout the world, with the fullest details as to local requirements and the obstacles as well as the opportunities for the extension of American commerce, in new trade regions as well as in countries of long-established activities of industry and exchange. In the Review, no attempt has been made to deal with the trade of the United States or its manufacturing development, as a whole, except for purposes of comparison, as exhaustive statistics of our commerce and industries are readily accessible in the publications of the Bureau of Statistics of the Treasury, the various divisions of the Department of Agriculture, the Census Bureau, and the Department of Labor.

FREDERIC EMORY,

Chief, Bureau of Foreign Commerce.

DEPARTMENT OF STATE,

April 25, 1898.

COMMERCE OF THE UNITED STATES, 1896-97.

For purposes of comparison, the following figures, showing the foreign trade of the United States for the calendar years 1896 and 1897, are taken from the summary of the Bureau of Statistics of the Treasury Department, corrected to February 1, 1898. They give the latest data concerning our imports and exports, by groups, articles, and countries:

I.—Summary.

IMPORTS AND EXPORTS OF MERCHANDISE.

Groups.	Twelve months ending December—			
	1896.		1897.	
IMPORTS.				
Free of duty:		Per cent.		Per cent.
Articles of food and live animals.....	\$119, 208, 165	36. 90	\$118, 144, 740	31. 31
Articles in a crude condition for domestic industry.....	146, 939, 508	45. 60	206, 246, 201	54. 06
Articles manufactured—				
For mechanic arts.....	23, 352, 299	8. 80	25, 288, 522	6. 71
For consumption.....	20, 057, 657	6. 20	20, 942, 277	5. 55
Articles of voluntary use, luxuries, etc.....	8, 394, 838	2. 50	6, 702, 370	1. 77
Total free of duty.....	322, 952, 457	100	377, 329, 110	100
Dutiable:				
Articles of food and live animals.....	114, 978, 998	32. 06	102, 349, 373	28. 02
Articles in a crude condition for domestic industry.....	15, 233, 228	4. 25	82, 555, 794	8. 91
Articles manufactured—				
For mechanic arts.....	57, 896, 509	16. 14	55, 878, 363	15. 29
For consumption.....	100, 381, 308	27. 99	97, 893, 605	26. 80
Articles of voluntary use, luxuries, etc.....	70, 147, 061	19. 56	76, 625, 105	20. 98
Total dutiable.....	358, 627, 099	100	365, 302, 240	100
Free and dutiable:				
Articles of food and live animals.....	234, 187, 158	34. 36	220, 494, 113	29. 70
Articles in a crude condition for domestic industry.....	162, 172, 736	23. 79	238, 801, 995	32. 15
Articles manufactured—				
For mechanic arts.....	86, 238, 808	12. 65	81, 171, 885	10. 93
For consumption.....	120, 438, 965	17. 67	118, 835, 882	16
Articles of voluntary use, luxuries, etc.....	78, 541, 889	11. 53	88, 827, 475	11. 22
Total imports of merchandise.....	681, 579, 556	100	742, 631, 350	100
Per cent of free.....		47. 4		50. 8
Duties collected.....	145, 424, 968		171, 699, 420	
EXPORTS.				
Domestic:				
Products of—Agriculture.....	664, 955, 372	67. 38	780, 323, 514	67. 63
Manufactures.....	253, 681, 541	25. 71	279, 616, 898	25. 89
Mining.....	21, 405, 774	2. 17	19, 792, 796	1. 83
Forest.....	36, 281, 504	3. 68	40, 834, 864	3. 78
Fisheries.....	6, 594, 463	. 67	5, 649, 945	. 52
Miscellaneous.....	3, 911, 426	. 39	3, 645, 001	. 35
Total.....	986, 830, 080	100	1, 079, 863, 018	100
Foreign:				
Free of duty.....	9, 941, 183	52. 3	8, 840, 180	44. 5
Dutiable.....	9, 066, 008	47. 7	11, 040, 356	55. 5
Total.....	19, 007, 191	100	19, 880, 536	100

II.—Imports and exports of merchandise, by countries.

Countries.	Imports, 12 months ending December—		Exports, 12 months ending December—	
	1896.	1897.	1896.	1897.
EUROPE.				
Austria-Hungary.....	\$7,330,800	\$7,069,747	\$2,895,787	\$4,876,171
Azores, and Madeira Islands.....	18,581	20,638	185,942	420,150
Belgium.....	11,262,204	13,910,545	31,644,879	41,769,322
Denmark.....	282,200	322,316	8,002,106	11,469,981
France.....	55,691,541	66,730,631	53,343,571	73,665,199
Germany.....	93,749,168	98,062,278	113,145,073	136,277,886
Gibraltar.....	31,531	41,564	450,308	301,254
Greece.....	829,998	744,657	110,415	129,206
Greenland, Iceland, etc.....	40,056	135,234		225
Italy.....	19,895,900	20,165,602	20,552,575	21,336,735
Malta, Gozo, etc.....	8,529	12,709	36,566	39,437
Netherlands.....	10,809,855	13,782,795	45,700,948	59,672,319
Portugal.....	2,027,548	2,426,833	2,801,664	2,038,889
Roumania.....			48,407	43,787
Russia, Baltic and White Seas.....	1,376,059	2,270,021	7,632,513	5,018,552
Russia, Black Sea.....	978,206	1,776,062	1,730,182	1,102,020
Servia.....	26,010	3,950		
Spain.....	3,736,411	3,595,148	10,869,180	11,304,080
Sweden and Norway.....	2,745,296	2,677,899	5,648,514	5,592,753
Switzerland.....	12,066,119	12,692,309	53,556	180,547
Turkey in Europe.....	2,264,506	2,526,052	29,677	115,883
United Kingdom.....	134,440,228	159,002,286	473,223,899	482,695,024
Total Europe.....	360,213,449	407,970,332	778,105,762	858,049,510
NORTH AMERICA.				
Bermuda.....	490,273	600,458	840,716	916,050
British Honduras.....	239,225	201,579	581,915	578,118
Dominion of Canada:				
Nova Scotia, New Brunswick, etc.....	6,196,988	4,838,708	4,319,301	4,353,547
Quebec, Ontario, etc.....	27,888,995	29,678,709	55,035,304	64,580,038
British Columbia.....	3,319,922	4,382,456	2,980,698	3,694,105
Total Dominion of Canada.....	37,355,805	38,899,873	62,335,303	72,627,690
Newfoundland and Labrador.....	377,581	448,233	1,268,718	1,100,926
Central American States:				
Costa Rica.....	3,860,368	3,421,111	1,298,193	1,526,915
Guatemala.....	1,968,092	2,239,140	3,116,790	2,057,085
Honduras.....	789,219	813,708	698,800	696,533
Nicaragua.....	1,193,871	1,323,967	1,148,019	1,058,592
Salvador.....	1,109,294	1,183,301	1,607,859	1,116,424
Total Central American States.....	8,950,844	8,981,227	7,929,661	6,455,549
Mexico.....	15,887,091	19,650,099	22,474,856	21,061,152
Miquelon, Langley, etc.....	125,043	186,811	170,667	192,245
West Indies:				
British.....	11,605,448	10,489,087	8,153,244	7,755,454
Danish.....	308,941	325,147	525,130	551,514
Dutch.....	155,000	97,524	618,451	578,922
French.....	9,854	9,537	1,679,226	1,541,995
Haiti.....	1,191,816	1,565,061	3,825,442	3,614,060
Santo Domingo.....	2,762,416	2,130,221	984,420	1,162,991
Spanish—Cuba.....	24,708,849	16,233,456	7,296,613	9,308,515
Puerto Rico.....	2,231,769	1,943,251	1,955,814	2,023,751
Total West Indies.....	42,974,093	32,794,304	25,038,360	26,537,202
Total North America.....	106,400,055	101,762,584	120,640,196	129,468,932
SOUTH AMERICA.				
Argentina.....	6,688,379	10,898,551	6,626,991	5,923,302
Bolivia.....			21,723	5,820
Brazil.....	65,950,355	65,928,850	12,134,554	13,767,505
Chile.....	4,693,178	4,003,839	2,859,425	2,220,893
Colombia.....	4,482,721	5,108,368	3,680,484	3,627,216
Ecuador.....	515,579	675,484	670,722	808,404
Falkland Islands.....		2,462	1,488	440
Guianas—British.....	3,237,813	3,002,487	1,632,878	1,496,285
Dutch.....	922,377	1,065,983	399,998	442,962
French.....	16,254	16,597	128,159	126,118
Paraguay.....				1,439

II.—Imports and exports of merchandise, by countries—Continued.

Countries.	Imports, 12 months ending December—		Exports, 12 months ending December—	
	1896.	1897.	1896.	1897.
SOUTH AMERICA—continued.				
Paru.....	\$790,306	\$612,284	\$1,111,147	\$1,074,978
Uruguay.....	2,228,053	2,000,671	1,370,827	976,405
Venezuela.....	10,260,507	8,556,569	3,593,027	3,074,378
Total South America.....	99,785,611	103,442,135	34,235,923	33,506,140
ASIA.				
Aden.....	1,414,793	1,850,389	921,926	627,463
China.....	17,707,317	23,087,740	9,839,316	11,276,289
East Indies—British.....	17,686,108	23,540,536	4,273,960	4,451,896
Dutch.....	18,916,006	12,836,278	1,848,946	1,412,895
French.....	78,158		128,620	164,643
Portuguese.....	519			
Hongkong.....	794,136	929,064	5,789,730	5,787,768
Japan.....	18,214,322	28,085,123	10,145,909	16,009,471
Korea.....	82		527	68,074
Russia, Asiatic.....	201,935	111,050	584,829	454,640
Turkey in Asia.....	3,103,820	3,581,307	47,758	148,132
All other Asia.....	61,071	75,273	388,474	311,893
Total Asia.....	78,177,767	93,896,750	33,964,495	40,663,159
OCEANICA.				
Auckland, Fiji, etc.....			21,021	5,197
British Australasia.....	6,651,626	5,858,613	17,152,586	15,412,408
French Oceania.....	203,303	367,976	262,794	320,721
German Oceania.....		4,594	2,495	9,442
Hawaiian Islands.....	15,241,895	15,311,685	4,184,351	5,478,224
Spanish Oceania.....	5,320	18,858	- 11,244	4,070
Tonga, Samoa, etc.....	1,941	78,946	49,601	42,356
Philippine Islands.....	5,187,241	4,352,181	174,287	69,459
Total Oceania.....	27,351,236	25,987,853	21,858,359	21,341,877
AFRICA.				
British Africa.....	1,477,896	1,217,485	13,209,186	12,573,299
Canary Islands.....	44,048	37,581	292,036	382,815
French Africa.....	246,870	402,149	272,673	965,325
German Africa.....	96		500	1,506
Liberia.....	13,960	6,040	12,085	11,642
Madagascar.....	14,241	19,795	453,425	549,373
Portuguese Africa.....	19,131	16,096	1,884,674	1,802,420
Spanish Africa.....			4,740	29,674
Turkey in Africa.....	7,467,224	7,229,529	268,022	378,527
All other Africa.....	367,385	653,268	635,215	619,355
Total Africa.....	9,651,438	9,571,706	17,032,506	16,713,936
Grand total.....	681,579,556	742,681,850	1,005,837,241	1,099,743,554
RECAPITULATION.				
Europe.....	360,213,449	407,970,832	778,105,762	858,049,510
North America.....	106,400,055	101,762,584	120,640,196	129,498,923
South America.....	99,785,611	103,442,135	34,235,923	33,506,140
Asia.....	78,177,767	93,896,750	33,964,495	40,663,159
Oceania.....	27,351,236	25,987,853	21,858,359	21,341,877
Africa.....	9,651,438	9,571,706	17,032,506	16,713,936

III.—Imports of merchandise, by articles and countries.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements free.....		\$6, 616		\$6, 302
Animals (number):				
Cattle..... free.....	720	19, 816	402	46, 926
Do..... dut.....	140, 933	968, 381	403, 315	3, 534, 717
Horses..... free.....	988	118, 884	711	126, 451
Do..... dut.....	7, 264	390, 935	5, 282	379, 387
Sheep..... free.....	2, 390	30, 626	3, 350	45, 684
Do..... dut.....	380, 053	982, 855	411, 105	1, 100, 238
All other, including fowls..... free.....		156, 564		144, 326
Do..... dut.....		66, 913		67, 752
Total (free.....)		325, 920		363, 387
..... (dut.....)		2, 409, 084		5, 082, 094
Horses (free, number), imported from—				
United Kingdom.....	27	31, 366	38	58, 431
British North America.....	928	79, 590	658	65, 171
Other countries.....	35	7, 928	15	2, 849
Total	988	118, 884	711	126, 451
Horses (dutiable, number), imported from—				
United Kingdom.....	76	14, 243	26	16, 341
British North America.....	5, 600	355, 425	4, 245	354, 276
Other countries.....	1, 588	21, 267	1, 011	8, 770
Total	7, 264	390, 935	5, 282	379, 387
Antimony ore free..... lbs.....	3, 583, 390	170, 092	5, 502, 132	167, 373
Antimony, as regulus or metal..... dut..... lbs.....			1, 146, 696	48, 955
Articles, the growth, product, and manufacture of the United States, returned, n. e. s.,				
..... free.....		3, 341, 488		3, 958, 725
Articles for the use of the United States, etc.,				
..... free.....				2, 634
Art works free.....		4, 279, 502		2, 354, 268
Do..... dut.....				909, 625
Art works (free), imported from—				
United Kingdom.....		1, 003, 909		690, 308
France.....		2, 211, 035		1, 218, 066
Germany.....		248, 379		78, 569
Italy.....		288, 740		196, 230
Other Europe.....		202, 325		68, 360
British North America.....		820, 812		55, 303
Other countries.....		4, 302		15, 802
Total		4, 279, 502		2, 354, 268
Art works (dutiable), imported from—				
United Kingdom.....				452, 244
France.....				261, 681
Germany.....				91, 138
Italy.....				62, 962
Other Europe.....				35, 742
British North America.....				3, 774
Other countries.....				2, 684
Total				909, 625
Asphaltum or bitumen, crude free..... tons.....	95, 233	286, 099	81, 394	264, 769
Do..... dut..... tons.....			45, 931	162, 621
Bark, hemlock free..... cords.....	28, 669	133, 973	29, 247	129, 689
Bolting cloth free.....		178, 713		118, 697
Bones, horns, and hoofs, unmanufactured,				
..... free.....				196, 339
Bones and horns, manufactures of dut.....				50, 525
Books, music, maps, engravings, etc. free		1, 810, 642		1, 729, 941
Do..... dut.....		1, 401, 836		1, 341, 127
Books, etc. (free), imported from—				
United Kingdom.....		733, 710		739, 912
France.....		204, 545		178, 418
Germany.....		655, 725		618, 699
Other Europe.....		164, 599		141, 735
British North America.....		35, 581		38, 417
Other countries.....		16, 482		12, 760
Total		1, 810, 642		1, 729, 941

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Books, etc. (dutiable), imported from—				
United Kingdom		\$955,939		\$917,928
France		55,404		60,271
Germany		238,614		257,068
Other Europe		42,880		44,478
British North America		23,127		25,845
China		1,764		3,724
Japan		23,234		21,899
Other countries		4,874		9,314
Total		1,401,836		1,341,137
Brass, and manufactures of dut.		157,798		85,341
Breadstuffs:				
Barley dut. bush.	960,281	334,656	820,637	248,207
Corn dut. bush.	5,531	2,041	5,355	1,951
Oats dut. bush.	72,450	18,326	20,054	6,204
Oatmeal dut. lbs.	1,516,312	33,590	334,909	17,347
Rye dut. bush.	95	187	33,858	13,047
Wheat dut. bush.	1,472,824	1,048,066	2,480,923	2,282,628
Wheat flour dut. bbls.	2,051	8,843	1,492	7,540
All other, and preparations of, etc. free.		221,264		242,161
Do dut.		769,587		944,985
Total		2,436,550		2,714,070
Bristles (pounds):				
Crude, not sorted, bunched, or prepared, free	100	34	665	394
Sorted, bunched, or prepared dut.	1,377,817	1,263,540	1,534,955	1,308,538
Total	1,377,917	1,263,574	1,535,620	1,308,932
Brushes dut.		730,609		766,203
Buttons and button forms dut.		1,193,019		766,657
Cement, Roman, Portland, etc. lbs.	1,067,449,666	3,394,426	836,329,662	2,688,123
Cement (pounds), imported from—				
United Kingdom	252,535,608	806,550	137,737,439	451,256
Belgium	280,394,003	812,887	219,061,566	649,675
France	18,062,720	38,317	15,089,117	44,574
Germany	493,333,503	1,629,785	443,711,842	1,467,845
Other Europe	22,890,887	80,963	18,766,313	65,460
British North America	4,012,850	17,272	1,962,974	9,311
Other countries	1,221,600	5,652	411	1
Total	1,067,449,666	3,394,426	836,329,662	2,688,123
Chemicals, drugs, and dyes:				
Alizarin, and alizarin colors or dyes, etc., free lbs.	5,049,668	841,476	7,163,734	1,161,660
Argal, or argol, or crude tartar lbs.	20,751,505	2,168,197	16,424,583	1,328,561
Argols, or wine lees dut. lbs.			8,231,564	651,719
Barks, cinchona, or other, etc. free lbs.	2,598,679	158,244	2,096,366	202,994
Coal-tar colors and dyes dut. lbs.		2,712,233		3,698,267
Cochineal free lbs.	109,882	33,955	143,228	40,458
Dyewoods—				
Logwood free tons.	41,426	892,352	38,059	650,670
All other free		102,553		142,830
Extracts and decoctions of lbs.	4,021,330	231,724	5,872,002	306,814
Total		1,226,629		1,100,314
Logwood (tons), imported from—				
Central America	682	16,267		
Mexico	1,132	28,913	1,452	41,499
British West Indies	11,909	280,693	11,587	199,378
Cuba	17	876		
Other West Indies	26,686	566,647	24,693	402,376
Other countries	1,000	19,866	527	7,417
Total	41,426	892,352	38,059	650,670
Dyewoods, extracts of (pounds), imported from—				
United Kingdom	1,008,302	60,755	1,272,641	78,677
France	1,362,293	87,280	1,475,416	59,614
Germany	948,288	87,000	1,623,931	53,166

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs, and dyes—Continued.				
Dyewoods—Continued.				
Dyewoods, extracts of (pounds), imported from—Continued.				
Switzerland	355, 744	\$32, 755	535, 681	\$42, 556
Other countries	346, 703	13, 934	964, 384	42, 811
Total	4, 021, 330	231, 724	5, 872, 003	306, 814
Glycerin	21, 878, 604	1, 743, 018	10, 396, 350	841, 216
Gums (free, pounds)—				
Arabic	1, 068, 584	126, 200	864, 712	104, 597
Camphor, crude	1, 132, 040	372, 165	1, 944, 551	379, 602
Gambier, or terra japonica	24, 702, 774	829, 285	39, 182, 563	1, 071, 077
Shellac	6, 102, 128	1, 086, 080	7, 417, 948	983, 353
All other		3, 665, 168		3, 136, 420
Total		6, 090, 896		5, 680, 049
Indigo	3, 154, 538	1, 692, 104	3, 437, 843	1, 715, 388
Licorice root	79, 015, 416	1, 261, 374	59, 613, 047	991, 178
Lime, chloride of, or bleaching powder, free	99, 491, 335	1, 441, 600	58, 994, 162	803, 844
Do			50, 182, 289	656, 955
Mineral waters, all not artificial, free, galls	2, 298, 944	555, 337	1, 188, 067	278, 162
Mineral waters			780, 078	245, 058
Opium (pounds)—				
Crude or unmanufactured, free	599, 962	1, 182, 084	757, 384	1, 527, 455
Do			29, 308	57, 309
Prepared for smoking, and others, etc. dut	124, 862	923, 343	131, 409	914, 603
Opium, crude (pounds), imported from—				
United Kingdom	69, 952	168, 304	152, 156	339, 808
Other Europe	196, 751	396, 613	205, 814	418, 081
Asia and Oceania	332, 903	616, 722	428, 722	836, 875
Other countries	356	445		
Total	599, 962	1, 182, 084	786, 692	1, 584, 764
Opium, prepared (pounds), imported from—				
China	122, 426	914, 954	128, 576	898, 515
Other countries	2, 436	8, 389	2, 833	16, 088
Total	124, 862	923, 343	131, 409	914, 603
Potash (pounds)—				
Chlorate of	4, 659, 793	366, 300	4, 890, 080	357, 173
Do			1, 618, 279	104, 447
Muriate of	88, 525, 983	1, 392, 504	108, 839, 049	1, 683, 472
Nitrate of, or saltpeter, crude	20, 085, 327	479, 899	16, 276, 352	306, 696
All other	25, 993, 677	655, 923	31, 641, 336	775, 706
Total	139, 264, 780	2, 894, 626	162, 265, 096	3, 227, 494
Soda—				
Caustic	47, 827, 247	859, 809	57, 742, 292	968, 318
Nitrate of	115, 504	3, 586, 744	94, 965	2, 810, 187
Sal soda	15, 747, 266	71, 416	15, 991, 955	68, 844
Soda ash	178, 033, 271	1, 373, 001	138, 664, 105	1, 054, 023
All other salts of	5, 623, 071	100, 917	8, 892, 814	114, 971
Total		5, 971, 887		5, 036, 343
Quinia, sulphate of, etc	3, 166, 580	681, 472	4, 364, 823	743, 762
Sulphur, or brimstone, crude, free	145, 318	2, 085, 076	138, 846	2, 442, 420
Sumac, ground	9, 586, 399	148, 098	18, 336, 281	239, 682
Vanilla beans	161, 811	757, 808	148, 773	748, 354
All other		5, 780, 378		5, 369, 323
Do		4, 463, 701		5, 303, 604
Total chemicals, drugs, and free dyes		32, 186, 271		29, 780, 343
Do		12, 627, 260		15, 245, 830
Chicory root, raw, unground	9, 354, 371	115, 069	14, 639, 923	203, 684
Do			110, 940	2, 687

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Chocolate prepared, etc. (not confectionery), dut. lbs.			398, 775	\$59, 489
Clays or earths of all kinds dut. tons	98, 243	\$707, 826	102, 391	690, 935
Clocks and watches, and parts of (dutiable):				
Clocks, and parts of		442, 763		355, 877
Watches, and watch materials, etc.		971, 891		951, 891
Coal, anthracite free tons			8, 281	8, 720
Coal, bituminous dut. tons	1, 246, 991	3, 488, 115	1, 276, 963	3, 423, 434
Coal, bituminous (tons), imported from—				
United Kingdom	68, 091	189, 038	115, 016	285, 141
Other Europe	1, 670	4, 814	1, 678	3, 890
British North America	821, 664	2, 610, 969	749, 660	2, 374, 548
Mexico	78, 380	168, 118	109, 242	224, 282
Japan	1, 398	2, 487	2, 692	8, 007
Other Asia and Oceania	272, 783	501, 112	294, 196	519, 248
Other countries	3, 055	10, 607	4, 279	8, 330
Total	1, 246, 991	3, 488, 115	1, 276, 963	3, 423, 434
Cocoa or cacao, crude, etc free lbs.	27, 201, 489	2, 649, 991	26, 912, 504	2, 914, 297
Cocoa, prepared, etc dut lbs.			241, 782	75, 621
Cocoa, etc. (pounds), imported from—				
United Kingdom	2, 598, 608	323, 366	2, 657, 100	388, 030
Netherlands	877, 817	101, 744	940, 377	131, 647
Other Europe	236, 310	28, 069	410, 467	60, 250
Central American States			2, 150	209
British West Indies	10, 246, 420	981, 105	8, 744, 666	965, 108
Other West Indies	588, 175	42, 866	1, 398, 630	168, 359
Brazil	4, 374, 065	360, 376	2, 567, 687	225, 018
Other South America	8, 143, 914	788, 178	10, 148, 086	969, 344
East Indies	93, 177	11, 046	36, 601	4, 589
Other countries	43, 005	4, 241	6, 840	1, 743
Total	27, 201, 489	2, 649, 991	26, 912, 504	2, 914, 297
Coffee free lbs.	629, 901, 602	79, 999, 590	806, 048, 539	75, 687, 676
Coffee (pounds), imported from—				
United Kingdom	4, 865, 154	790, 600	1, 692, 122	215, 569
France	1, 359, 373	186, 980	264, 251	14, 985
Germany	5, 584, 094	789, 045	4, 592, 567	449, 140
Netherlands	2, 986, 267	588, 629	2, 557, 395	427, 235
Other Europe	2, 857, 892	847, 963	1, 766, 821	132, 120
Central American States	39, 534, 589	6, 652, 101	44, 124, 629	6, 413, 227
Mexico	19, 641, 898	3, 285, 079	24, 330, 631	5, 084, 724
West Indies	5, 709, 433	1, 237, 704	9, 898, 850	1, 257, 324
Brazil	447, 693, 789	51, 053, 848	601, 872, 249	47, 477, 786
Other South America	74, 098, 756	10, 796, 948	81, 431, 688	10, 099, 788
East Indies	16, 648, 642	2, 195, 536	16, 962, 374	2, 992, 390
Other Asia and Oceania	4, 408, 731	776, 293	5, 767, 193	919, 147
Africa	102, 067	16, 711	96, 805	5, 565
Other countries	1, 510, 927	272, 163	1, 250, 804	197, 837
Total	629, 901, 602	79, 999, 590	806, 048, 539	75, 687, 676
Copper, and manufactures of:				
Ore and regulus free tons	2, 731	348, 629	5, 173	816, 590
Pigs, bars, ingots, etc free lbs.	11, 397, 273	961, 920	16, 578, 420	1, 454, 016
Manufactures of dut		85, 123		58, 897
Total, not including ore		1, 047, 043		1, 512, 913
Cork wood or cork bark, unmanufactured, free		1, 175, 858		1, 329, 200
Cork, manufactures of dut				92, 131
Cotton, and manufactures of:				
Unmanufactured free lbs.	47, 318, 524	5, 637, 893	58, 697, 865	6, 343, 961
Cotton, unmanufactured (pounds) imported from—				
United Kingdom	6, 165, 197	756, 629	16, 914, 219	1, 830, 023
Other Europe	27, 037	2, 402	23, 160	2, 103
South America	1, 304, 202	157, 000	718, 249	78, 348

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued.				
Cotton, unmanufactured (pounds), imported from—Continued.				
Other Asia and Oceania	333, 686	\$30, 176	273, 142	\$22, 041
Africa (Egypt)	39, 376, 672	4, 682, 580	40, 608, 790	4, 396, 531
Other countries	95, 105	7, 808	96, 475	9, 381
Total	47, 818, 524	5, 637, 898	58, 697, 965	6, 343, 961
Manufactures of (dutyable)—				
Cloth (square yards)—				
Not bleached, dyed, colored, etc.	3, 125, 570	267, 169	3, 026, 780	171, 750
Bleached, dyed, colored, etc.	37, 761, 222	4, 587, 917	40, 446, 905	4, 837, 915
Total	40, 886, 792	4, 855, 086	42, 473, 685	5, 009, 665
Clothing, ready-made, etc.		2, 495, 433		1, 936, 185
Knit goods: Stockings, hose, etc.		5, 341, 558		4, 976, 757
Laces, edgings, embroideries, etc.		11, 075, 223		12, 225, 405
Thread (not on spools), yarn, warps, etc. lbs.	1, 585, 220	595, 709	1, 685, 573	660, 417
All other		6, 484, 957		7, 890, 223
Total manufactures		30, 847, 966		32, 198, 652
Cloths, etc. (square yards), imported from—				
United Kingdom	30, 540, 542	3, 491, 043	33, 195, 621	3, 719, 064
France	4, 306, 514	570, 232	4, 218, 417	557, 114
Germany	2, 467, 553	385, 812	5, 032, 372	439, 669
Switzerland	3, 443, 809	394, 770	1, 891, 956	281, 098
Other Europe	35, 982	5, 260	48, 715	5, 618
Japan	11, 655	6, 885	82, 817	5, 971
Other countries	80, 737	984	8, 787	1, 146
Total	40, 886, 792	4, 855, 086	42, 473, 685	5, 009, 665
Other manufactures of cotton, imported from—				
United Kingdom		8, 943, 599		9, 979, 293
Belgium		411, 579		370, 674
France		3, 015, 128		3, 217, 063
Germany		7, 451, 966		6, 384, 669
Switzerland		5, 958, 418		5, 032, 871
Other Europe		63, 122		80, 093
China		30, 715		25, 483
Japan		80, 583		49, 865
Other Asia and Oceania		16, 095		24, 657
Other countries		21, 675		24, 319
Total		25, 992, 880		27, 188, 987
Earthen, stone, and china ware (dutyable):				
China, porcelain, parian, bisque, etc.—				
Not decorated or ornamented		1, 441, 541		1, 296, 878
Decorated or ornamented		7, 813, 903		6, 813, 592
All other		434, 698		299, 206
Total		9, 690, 142		8, 409, 678
Earthen, stone, and china ware, imported from—				
United Kingdom		4, 061, 261		3, 448, 625
Austria-Hungary		688, 789		589, 031
France		1, 547, 216		1, 458, 283
Germany		2, 743, 354		2, 474, 183
Other Europe		133, 213		96, 568
Japan		438, 802		340, 760
Other countries		83, 007		46, 228
Total		9, 690, 142		8, 409, 678
Eggs dut. doz.	677, 859	56, 004	190, 674	9, 259
Feathers and down, crude, not dressed, etc free		2, 082, 162		1, 487, 090
Do dut.				1, 057, 832
Feathers and down, natural, dressed, colored, etc dut.		641, 708		754, 162
Feathers, flowers, etc., artificial, for millinery use dut.		1, 848, 375		2, 345, 059

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Fertilisers (free, tons):				
Guanó	6,838	\$88,231	4,931	\$55,709
Phosphates, crude, or native	14,908	116,415	8,019	65,187
All other		897,227		1,295,804
Total		1,101,873		1,416,650
Fibers, vegetable, etc., and manufactures of:				
Unmanufactured (tons)—				
Flax, and tow of	5,384	872,261	6,631	1,093,640
Flax, hackled	1,113	493,168	2,359	764,501
Hemp, and tow of	5,155	694,292	3,312	425,507
Hemp, hackled	89	10,458	1,061	146,931
Jute or Tampico fiber	10,567	587,564	3,748	180,837
Jute and jute butts	84,334	2,010,380	83,239	1,932,574
Manila	47,873	3,725,761	54,037	3,698,126
Sisal grass	53,039	3,417,809	69,704	4,144,365
All other	7,070	423,960	10,801	674,964
Total unmanufactured. {free	213,362	11,733,027	231,472	12,156,013
{dut	1,152	503,626	3,420	911,432
Flax (free and dutiable, tons), imported from—				
United Kingdom	1,676	537,990	2,354	784,808
Other Europe	3,269	651,614	3,529	670,526
British North America	1,247	161,519	2,007	402,807
Other countries	255	15,316		
Total	6,447	1,376,429	8,990	1,858,141
Jute (tons), imported from—				
United Kingdom	2,302	148,695	2,425	138,117
East Indies	81,947	1,857,043	77,235	1,731,202
Other countries	85	4,642	3,529	63,255
Total	84,334	2,010,380	83,239	1,932,574
Manila (tons), imported from—				
United Kingdom	11,946	1,122,694	2,734	254,924
Philippine Islands	32,808	2,322,654	50,763	3,404,491
Other countries	3,119	280,413	550	38,711
Total	47,873	3,725,761	54,037	3,698,126
Sisal grass (tons), imported from—				
Mexico	52,639	2,390,936	69,117	4,110,382
Other countries	400	26,873	587	33,983
Total	53,039	3,417,809	69,704	4,144,365
Manufactures of (pounds)—				
Bagging, gunny cloth, etc. free		164,692		262,639
Do				142,775
Bags for grain, made of burlaps, free		1,468,156		1,666,560
Do				76,541
Burlaps		6,590,657		6,400,873
Do				2,045,539
Cables, cordage, and twine, n. e. s. dut	197,181	16,575	453,952	50,781
Coir yarn	2,318,942	83,707	3,242,749	82,887
Twine, binding	1,125,393	64,537	1,328,207	78,223
Yarns or threads	1,668,060	455,660	1,869,390	463,970
All other		16,683,128		17,949,236
Total manufactures		25,527,112		29,220,029
Fish (pounds):				
Fresh—				
Lobsters, canned or uncanned, free			1,042,723	167,775
Salmon	3,093,601	180,148	1,148,093	109,071
Do	4,410	231	212,479	18,665
All other		1,820,552		1,185,912
Do		176,717		466,104
Cured or preserved—				
Anchovies and sardines, etc. dut		833,831		1,061,254
Cod, haddock, etc., dried, smoked, etc., dut	12,334,527	400,508	18,254,172	603,476

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Fish (pounds)—Continued.				
Cured or preserved—Continued.				
Herring—				
Dried or smoked.....dut.....	8,506,143	\$71,478	6,145,841	\$111,323
Pickled or salted.....dut.....	27,222,425	957,573	28,063,412	1,013,661
Mackerel, pickled or salted.....dut.....	18,749,054	1,144,063	16,887,362	899,942
Salmon, pickled or salted.....dut.....	963,274	65,977	896,545	65,762
All other.....dut.....		393,110		386,720
Total		6,044,188		6,069,665
Fruits, including nuts (pounds):				
Fruits—				
Bananas.....free.....		4,201,869		4,269,770
Currants.....free.....	6,704,626	127,703		
Do.....dut.....	27,452,362	535,762	22,494,132	665,151
Dates.....dut.....	14,125,744	326,169	12,257,567	324,755
Figs.....dut.....	8,627,013	517,707	8,701,165	478,435
Lemons.....dut.....		4,943,063		3,557,804
Oranges.....dut.....		2,802,118		1,731,513
Plums and prunes.....dut.....	626,425	68,817	301,054	41,276
Raisins.....dut.....	13,666,121	580,073	7,948,164	438,914
Prepared or preserved fruits.....dut.....		532,275		591,457
All other fruits.....free.....		708,949		488,699
Do.....dut.....		1,149,609		1,165,735
Total fruits		10,545,114		13,763,509
Bananas, imported from—				
British North America.....		100,655		88,731
Central American States.....		1,535,668		1,537,551
British West Indies.....		1,287,498		1,822,559
Cuba.....		534,187		5,360
South America.....		627,750		707,420
Hawaiian Islands.....		80,528		50,060
Other countries.....		35,593		68,069
Total		4,201,869		4,269,770
Lemons, imported from—				
Italy.....		4,414,824		3,427,658
British North America.....		141,707		113,306
Other countries.....		366,532		16,840
Total		4,943,063		3,557,804
Oranges, imported from—				
United Kingdom.....		513,676		420,927
Italy.....		1,049,108		725,929
Mexico.....		278,318		150,800
British West Indies.....		765,714		356,280
Cuba.....		23,246		5,865
Japan.....		9,762		9,892
Other countries.....		162,294		62,320
Total		2,802,118		1,731,513
Nuts (pounds)—				
Almonds.....dut.....	8,292,853	824,992	7,399,748	756,000
Cocoanuts.....free.....				289,946
Do.....dut.....		476,982		219,406
All other.....dut.....		866,174		806,539
Total fruits and nuts		18,713,262		15,925,400
Furs:				
Furs and fur skins, undressed.....free.....		2,816,055		3,528,786
Furs, and manufactures of.....dut.....		3,404,208		3,316,959
Furs and fur skins, etc., imported from—				
United Kingdom.....		898,335		1,001,915
France.....		361,499		388,007
Germany.....		799,390		1,191,150
Other Europe.....		31,858		147,748
British North America.....		319,918		248,232
South America.....		50,727		24,573
Japan.....		950		1,978
Other countries.....		353,378		515,184
Total		2,816,055		3,528,786

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Furs—Continued.				
Furs, and manufactures of, imported from—				
United Kingdom		\$1, 329, 217		\$1, 016, 432
Belgium		178, 561		216, 992
France		833, 625		1, 065, 176
Germany		775, 743		817, 499
Other Europe		8, 527		16, 781
China		235, 739		172, 754
Other countries		42, 794		21, 325
Total		3, 404, 206		3, 316, 950
Ginger ale or ginger beer.....dut. doz.			53, 183	97, 900
Glass and glassware (dutiable):				
Bottles, etc., empty or filled		441, 230		513, 400
Cylinder, crown, etc., unpolished	54, 870, 782	1, 120, 158	46, 963, 483	1, 029, 867
Cylinder and crown glass, polished (sq. feet)—				
Unsilvered	1, 005, 402	259, 730	1, 728, 044	389, 546
Silvered	2, 200, 908	682, 701	1, 823, 116	513, 978
Plate glass (square feet)—				
Fluted, rolled, or rough	424, 906	20, 021	300, 174	13, 888
Cast, polished, unsilvered	1, 698, 893	422, 467	1, 007, 066	254, 535
Cast, polished, silvered	66, 184	27, 718	56, 747	13, 987
All other		2, 682, 432		1, 856, 383
Total		5, 856, 457		4, 587, 609
Glass, cylinder, etc. (pounds), imported from—				
United Kingdom	3, 247, 196	163, 753	2, 640, 919	137, 229
Belgium	50, 839, 907	915, 902	43, 697, 551	848, 546
France	378, 948	16, 472	445, 552	17, 425
Germany	373, 584	23, 997	143, 479	25, 546
Other Europe	2, 250	77	200	11
Other countries	28, 917	967	35, 782	1, 110
Total	54, 870, 782	1, 120, 158	46, 963, 483	1, 029, 867
Glue.....dut. lbs.			1, 632, 932	172, 255
Grease and oils, n. e. s......free		789, 547		834, 416
Grease.....dut				47, 389
Hair				
Unmanufactured		1, 063, 803		1, 854, 940
Manufactures of		633, 048		528, 709
Total		1, 696, 651		2, 383, 709
Hats, bonnets, and hoods, materials for, etc......free		2, 254, 285		1, 244, 668
Hats, bonnets, and hoods.....dut				154, 214
Materials for, etc......dut				712, 378
Hay.....dut. tons	197, 947	1, 880, 906	64, 262	532, 694
Hides and skins, other than fur skins (pounds):				
Goatskins	38, 882, 234	8, 803, 609	59, 177, 556	13, 802, 504
All other, except hides of cattle, etc.,	107, 276, 772	11, 909, 919	126, 613, 289	14, 284, 693
Hides of cattle			50, 581, 243	5, 143, 552
Total	146, 159, 006	20, 713, 528	236, 372, 088	33, 230, 749
Hides and skins (pounds), imported from—				
United Kingdom	18, 986, 105	2, 707, 057	45, 177, 245	5, 366, 051
France	3, 456, 689	978, 797	16, 047, 973	2, 861, 817
Germany	3, 376, 601	665, 389	8, 748, 591	1, 814, 534
Other Europe	9, 448, 976	1, 650, 952	16, 426, 328	2, 676, 783
British North America	18, 721, 484	1, 189, 882	19, 694, 639	1, 494, 087
Central American States	1, 810, 963	234, 369	1, 541, 054	210, 617
Mexico	10, 055, 530	1, 402, 744	14, 335, 003	1, 859, 747
West Indies	4, 929, 140	429, 210	10, 215, 520	855, 320
South America	49, 781, 448	7, 882, 482	64, 964, 153	10, 028, 755
East Indies	10, 545, 405	1, 487, 946	16, 529, 351	2, 522, 673
Other Asia and Oceania	6, 393, 846	1, 107, 885	6, 901, 803	1, 384, 827

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hides and skins, other than fur skins (pounds)—Continued.				
Hides and skins (pounds), imported from—Continued.				
Africa	3,780,828	\$369,720	5,971,738	\$909,524
Other countries	4,871,992	607,095	9,818,690	1,245,945
Total	146,159,006	20,713,528	236,372,088	83,230,749
Hops	2,992,573	614,326	3,005,171	714,391
Household and personal effects, etc. free		2,317,900		2,272,412
India rubber and gutta-percha, and manufactures of:				
Unmanufactured, free (pounds)—				
Gutta-percha	2,321,452	100,611	1,002,897	164,928
India rubber	34,059,909	15,679,115	42,159,126	21,670,019
Total unmanufactured	36,381,361	15,779,726	43,162,023	21,834,947
India rubber, crude (pounds), imported from—				
United Kingdom	5,696,089	2,691,109	7,962,089	4,294,845
Germany	1,061,015	398,182	1,289,577	483,224
Other Europe	2,319,278	1,079,602	4,166,474	2,121,825
Central American States	1,127,580	467,657	1,014,630	414,399
Mexico	114,010	37,896	118,976	83,136
West Indies	89,103	13,043	17,795	6,003
Brazil	21,933,727	10,887,019	25,744,128	18,671,357
Other South America	1,283,927	477,322	1,357,964	507,628
East Indies	471,378	121,995	468,276	180,523
Africa	3,228	1,212	10,960	3,474
Other countries	10,624	4,078	13,307	4,105
Total	34,059,909	15,679,115	42,159,126	21,670,019
Manufactures of (dutiable)—				
Gutta-percha		82,128		142,526
India rubber		277,580		313,585
Total manufactures		359,708		456,111
Iron and manufactures of:				
Iron ore	682,806	1,036,917	489,970	678,912
Pig iron	56,272	1,207,890	19,212	484,655
Scrap iron and steel, etc.	8,250	180,012	1,549	12,433
Bar iron	38,458,326	686,733	31,349,707	614,818
Bars, railway, of iron or steel ..	7,796	207,648	415	15,939
Hoop, band, or scroll	59,105	5,664	61,916	2,873
Ingots, blooms, slabs, billets, of steel, etc.	45,598,270	1,657,805	38,600,984	1,533,410
Sheet, plate, and taggers iron or steel ..	15,201,124	328,421	5,854,990	170,385
Ties for baling cotton	16,031,468	235,830	235,154	3,686
Tin plates,terneplates, and taggers tin ..	266,943,267	6,140,161	187,825,880	4,366,828
Wire ro	42,509,008	811,224	36,768,538	772,950
Wire, and articles made from ..	8,230,248	492,961	5,720,322	344,855
Manufactures—				
Anvils	925,864	55,444	711,167	43,450
Chains	776,093	81,566	522,687	37,047
Cutlery		1,855,964		1,855,375
Files, file blanks, rasps, and floats ..				
Firearms		55,540		39,908
Needles, hand sewing and darning ..		572,783		682,078
Machinery		289,899		337,875
Shotgun barrels, forged, rough-bored, ..		2,321,966		1,871,093
All other		44,026		40,307
Total, not including ore		2,325,080		1,166,965
Tin plates, etc. (pounds), imported from—				
United Kingdom	266,058,976	6,115,842	186,791,497	4,367,436
British North America	883,749	24,286	1,024,054	29,026
Other countries	542	83	10,329	866
Total	266,943,267	6,140,161	187,825,880	4,366,828

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Ivory (free, pounds):				
Animal	108, 612	\$262, 046	214, 799	\$501, 855
Vegetable	5, 102, 648	49, 417	11, 803, 339	114, 520
Jewelry, manufactures of gold and silver, and precious stones:				
Diamonds, rough or uncut, including miner's, etc., not set		78, 815		1, 416, 962
Diamonds, n. & a., not set		1, 486, 635		3, 320, 444
Other precious stones, rough or uncut, free				8, 652
Other precious stones, and imitations of, not set		3, 367, 723		1, 769, 681
Jewelry, and manufactures of gold and silver		944, 153		1, 047, 570
Precious stones, etc. (free), imported from—				
United Kingdom		12, 729		570, 571
France		1, 249		98, 489
Netherlands		16, 788		673, 538
Other Europe		47, 246		78, 813
Brasil		797		4, 253
Other countries		6		
Total		78, 815		1, 425, 614
Jewelry, and other precious stones, etc. (dutiable), imported from—				
United Kingdom		1, 996, 515		1, 517, 639
France		1, 321, 856		1, 908, 374
Germany		356, 012		468, 145
Netherlands		1, 045, 921		1, 535, 834
Other Europe		1, 033, 468		609, 438
British North America		16, 609		92, 896
Mexico		11, 682		6, 011
East Indies		2, 230		2, 284
Other countries		14, 718		7, 040
Total		5, 798, 511		6, 187, 695
Lead, and manufactures of (dutiable, pounds):				
Lead in ore, and base bullion			184, 233, 641	2, 454, 025
Pigs, bars, and old			1, 084, 771	26, 446
Pigs, bars, old, and other in ore	160, 318, 517	1, 780, 265		
Manufactures of		5, 587		4, 866
Lead, pigs, bars, etc. (pounds), imported from—				
United Kingdom	3, 817, 395	35, 861	2, 023, 579	52, 192
Germany			836, 053	8, 944
Other Europe	222, 080	4, 222	1, 120, 617	28, 940
British North America	22, 529, 365	411, 223	39, 743, 101	806, 382
Mexico	131, 079, 378	1, 285, 400	141, 796, 072	1, 569, 923
Other countries	2, 670, 299	43, 559	298, 990	4, 090
Total	160, 318, 517	1, 780, 265	185, 318, 412	2, 480, 471
Leather, and manufactures of:				
Leather (dutiable)—				
Band, or belting, and sole leather		97, 326		148, 395
Calfskins, tanned, etc		183, 308		77, 067
Skins for morocco		2, 808, 332		3, 743, 341
Upper leather and skins, dressed, etc		2, 015, 715		2, 399, 923
Total leather		5, 104, 571		6, 378, 726
Manufactures of (dutiable)—				
Gloves, of kid or other leather		5, 618, 311		6, 337, 410
All other		455, 402		452, 166
Total manufactures		6, 103, 713		6, 789, 576
Gloves, imported from—				
Belgium		276, 253		394, 237
France		1, 987, 172		2, 081, 716
Germany		2, 406, 078		2, 820, 719
Other Europe		914, 714		1, 090, 436
Other countries		4, 094		502
Total		5, 618, 311		6, 337, 410

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Malt, barley.....dut..bush..	10,560	\$8,668	7,128	\$6,519
Malt liquors (dutiabie, gallons):				
In bottles or jugs.....	894,894	862,183	968,189	955,470
In other coverings.....	2,047,868	577,395	1,889,121	533,622
Total	2,942,762	1,439,578	2,877,310	1,489,092
Manganese ore or oxide.....free..tons..			89,574	340,945
Marble and stone, and manufactures of (dut.):				
Marble, and manufactures of.....		808,030		860,659
Stone, and manufactures of, including slate.....		387,979		263,381
Total		1,196,009		1,124,040
Matting for floors.....free..rolls..	952,814	2,906,374	981,736	3,128,563
Matting and mats for floors.....dut..sq.yds..			824,927	74,280
Metals, metal compositions, and manufactures of (dutiabie):				
Bronze manufactures.....		468,884		526,741
All other		3,692,937		3,543,837
Total		4,161,821		4,070,568
Musical instruments.....dut..		1,180,689		1,014,617
Oils (gallons):				
Animal or rendered—				
Whale and fish.....dut.....	115,697	145,874	588,882	222,280
Other	29,154	9,687	85,515	7,831
Mineral.....free.....	9,085	7,240	759,297	64,959
Do.....dut.....	59,718	6,822	189,881	12,840
Vegetable—				
Fixed or expressed—				
Olive.....dut.....	876,916	1,012,373	878,213	1,091,906
Other.....free.....		1,754,908		1,749,133
Do.....dut.....		633,616		651,330
Volatile or essential, and distilled, free.....		1,167,951		1,519,690
Do.....dut.....		290,142		314,763
Total		5,029,593		5,634,781
Paints, pigments, and colors.....free.....		92,908		73,611
Do.....dut.....		1,096,873		1,246,283
Paper stock, crude (free: see also Wood pulp):				
Rags, other than woolen.....lbs.....	89,141,578	575,469	55,063,946	749,365
All other		2,340,798		2,393,313
Total		2,916,267		3,142,678
Paper stock, crude, imported from—				
United Kingdom.....		1,077,256		1,036,552
Belgium.....		309,042		314,607
France.....		223,153		228,863
Germany.....		336,999		519,252
Italy.....		238,677		234,037
Other Europe.....		119,728		174,746
British North America.....		505,271		496,734
East Indies.....		12,140		35,219
Japan.....		12,456		48,685
Other countries.....		32,575		53,984
Total		2,916,267		3,142,678
Paper, and manufactures of.....dut.....		2,965,458		3,012,885
Paper, and manufactures of, imported from—				
United Kingdom.....		546,991		575,441
Belgium.....		77,277		85,100
France.....		204,713		212,164
Germany.....		1,850,982		1,854,108
Other Europe.....		54,578		59,819
Japan.....		197,619		193,341
Other countries.....		33,298		32,872
Total		2,965,458		3,012,885

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Perfumeries, cosmetics, etc. dut.		\$627, 145		\$629, 851
Pipes and smokers' articles dut.		311, 873		305, 430
Platinum free lbs.	5, 697	926, 678	5, 697	960, 299
Plumbago free tons.	16, 230	437, 198	8, 533	270, 952
Provisions, comprising meat and dairy products (dutiable):				
Meat products—				
Meat and meat extracts.		435, 614		628, 798
All other.		51, 892		50, 358
Dairy products (pounds)—				
Butter 37, 623		6, 059	37, 961	6, 189
Cheese 11, 349, 856		1, 547, 741	11, 192, 754	1, 495, 837
Milk, condensed 69, 396				51, 250
Total 2, 110, 702				2, 232, 382
Cheese (pounds), imported from—				
United Kingdom 111, 970		21, 644	120, 498	20, 717
France 940, 242		153, 994	864, 348	138, 069
Germany 371, 085		47, 006	299, 369	38, 121
Italy 3, 222, 540		473, 374	3, 378, 165	462, 479
Netherlands 864, 974		96, 624	919, 241	101, 385
Switzerland 5, 523, 339		718, 176	5, 299, 995	694, 522
Other Europe 96, 742		31, 933	280, 732	11, 773
British North America 31, 874		4, 103	23, 462	3, 461
Other countries 187, 490		887	6, 944	25, 290
Total 11, 349, 856		1, 547, 741	11, 192, 754	1, 495, 837
Rice (pounds):				
Rice dut. 86, 458, 815		1, 432, 443	118, 656, 148	2, 189, 606
Do free 5, 526, 000		209, 548	5, 491, 700	228, 442
Rice flour, rice meal, and broken rice dut. 56, 329, 377		761, 877	61, 731, 569	1, 047, 637
Total 148, 314, 192		2, 403, 868	188, 882, 417	3, 465, 686
Salt (pounds) free 518, 431, 835		681, 158	324, 040, 091	403, 537
Do dut. 9, 203, 255		15, 039	137, 773, 752	207, 629
Total 527, 635, 090		696, 197	461, 813, 843	611, 166
Sausage casings free 194, 191				
Seeds (bushels):				
Linseed, or flaxseed dut. 90, 955		101, 276	117, 083	120, 755
All other free 1, 069, 683				773, 229
Do dut. 518, 442				424, 673
Total 1, 689, 401				1, 318, 657
Shells, unmanufactured free 528, 625				
Silk, and manufactures of:				
Unmanufactured (free, pounds)—				
Cocoons 147, 034		60, 993	2, 610	690
Raw, or as reeled from the cocoon 5, 032, 354		15, 690, 237	10, 051, 815	28, 864, 138
Waste 1, 054, 434		345, 451	2, 000, 672	655, 566
Total unmanufactured 16, 096, 681				29, 520, 394
Silk, raw (pounds), imported from—				
France 206, 191		758, 660	291, 719	976, 677
Italy 817, 927		3, 094, 106	1, 290, 888	4, 474, 447
China 1, 303, 718		3, 603, 974	2, 996, 828	7, 271, 982
Japan 2, 625, 963		8, 023, 846	5, 356, 229	15, 838, 977
Other countries 78, 555		209, 549	116, 151	302, 055
Total 5, 032, 354		15, 690, 237	10, 051, 815	28, 864, 138
Manufactures of (dutiable)—				
Clothing, ready-made and other wearing apparel 2, 481, 839				2, 348, 024
Dress and piece goods 6, 295, 653				8, 174, 542
Laces and embroideries 1, 871, 848				2, 565, 103
Ribbons 959, 358				1, 480, 061
All other 10, 078, 151				10, 650, 679
Total manufactures 21, 686, 849				25, 248, 409

III. Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Silk and manufactures of—Continued.				
Manufactures of (dutiable)—Continued.				
United Kingdom		\$2,055,706		\$1,881,428
Austria-Hungary		161,067		129,728
Belgium		40,009		32,856
France		9,017,220		11,928,540
Germany		5,092,822		4,851,886
Italy		297,472		323,692
Switzerland		2,670,002		3,499,361
Other Europe		27,670		43,960
China		212,615		126,292
Japan		2,037,880		2,375,631
Other countries		74,386		55,035
Total		21,686,849		25,248,409
Soap (dutiable, pounds):				
Fancy, perfumed, etc.	831,058	262,939	895,894	322,747
All other		305,457		368,964
Total		568,396		691,711
Spices:				
Unground (pounds)—				
Nutmega	1,222,379	357,085	1,724,319	470,016
Pepper, black or white	10,003,228	435,270	16,676,521	871,889
All other	16,258,053	852,359	19,847,171	1,162,476
Do	2,024,732	264,218	3,323,965	320,445
Total		1,908,932		2,824,826
Nutmega, pepper, etc. (free, pounds) imported from—				
United Kingdom	6,193,379	317,274	10,231,571	586,219
Netherlands	3,027,330	271,895	3,405,444	368,038
Other Europe	323,360	13,213	1,315,442	72,598
British North America	25,249	3,138	108,519	5,036
British West Indies	3,907,414	186,264	2,778,580	174,494
China	2,697,498	132,977	3,717,138	207,273
East Indies	9,185,449	599,987	12,543,027	932,941
Other Asia and Oceanica	468,230	53,795	1,045,295	69,750
Africa	1,277,427	53,855	2,539,289	83,789
Other countries	378,327	12,821	72,726	4,263
Total	27,483,660	1,644,714	37,748,011	2,504,381
Spices, all other (dutiable), imported from—				
United Kingdom		212,269		249,244
Other Europe		19,921		28,576
Mexico		26,097		28,014
Other countries		5,931		14,611
Total		264,218		320,445
Spirits, distilled (proof gallons):				
Of domestic manufacture, returned (subject to internal-revenue tax)	1,011,071	929,744	895,882	778,611
Brandy	228,126	619,943	285,839	782,440
All other	1,200,170	1,412,245	1,447,444	1,766,641
Total	2,439,367	2,961,932	2,629,165	3,327,692
Spirits (not of domestic manufacture; proof gallons), imported from—				
United Kingdom			554,003	816,351
Belgium			83,936	85,645
France			384,823	920,742
Germany			96,392	95,108
Italy			20,988	34,302
Netherlands			285,197	129,303
Other Europe			84,744	13,308
British North America			184,543	388,078
West Indies			48,352	95,378
China			99,392	21,244
Other Asia and Oceanica			36,390	9,105
Other countries			4,543	40,517
Total			1,733,283	2,549,081
Sponges		477,372		460,564

III. Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Sugar, molasses, and confectionery:				
Molasses.....free..galls..	355, 334	\$21, 791	127, 779	\$7, 325
Molasses above 40° polariscopic test..dut..				
.....galls..	3, 603, 383	695, 955	2, 953, 496	476, 188
Sugar (pounds)—				
Not above No. 16 Dutch standard—				
Beet.....dut.....	1, 062, 380, 004	22, 903, 041	1, 373, 230, 362	24, 181, 704
Cane.....free.....	438, 770, 684	14, 724, 369	501, 884, 275	14, 735, 839
Cane and other.....dut.....	2, 409, 580, 770	52, 991, 946	2, 089, 502, 652	38, 298, 518
Above No. 16 Dutch standard—				
Beet, cane, and other...dut.....	197, 454, 443	5, 595, 052	186, 594, 306	4, 463, 061
Total sugar.....				
{free.....	438, 770, 684	14, 724, 369	501, 884, 275	14, 735, 839
{dut.....	3, 609, 424, 217	81, 490, 939	3, 599, 827, 320	66, 943, 303
Not above No. 16 Dutch standard (pounds), imported from—				
United Kingdom.....	39, 056, 131	903, 213	41, 967, 250	863, 014
Austria-Hungary.....	54, 919, 481	1, 224, 043	75, 337, 237	1, 343, 932
Belgium.....	90, 724, 819	2, 103, 037	111, 961, 014	1, 998, 267
Germany.....	871, 928, 762	18, 587, 783	1, 059, 260, 503	18, 867, 091
Netherlands.....	7, 444, 110	158, 768	20, 050, 019	435, 021
Other Europe.....	21, 437, 146	489, 532	90, 598, 728	1, 401, 516
British North America.....	1, 096, 522	87, 902	605, 903	27, 318
Mexico.....	4, 455, 267	78, 223	1, 024, 767	13, 692
West Indies:				
British.....	252, 762, 769	5, 447, 603	269, 842, 346	4, 987, 788
Cuba.....	420, 595, 125	10, 197, 727	481, 628, 883	9, 935, 496
Other West Indies.....	248, 485, 011	7, 864, 088	198, 799, 789	3, 360, 447
Brazil.....	172, 573, 440	8, 498, 416	131, 417, 897	1, 854, 713
Other South America.....	201, 879, 470	4, 383, 615	215, 535, 721	4, 221, 621
China.....	398, 114	8, 440	381, 368	7, 187
East Indies.....	695, 956, 457	14, 736, 810	536, 237, 703	9, 999, 194
Hawaiian Islands.....	438, 770, 684	14, 724, 369	501, 884, 275	14, 755, 482
Philippine Islands.....	127, 013, 996	2, 161, 762	87, 274, 387	543, 426
Other Asia and Oceania.....	81, 021, 527	823, 700	180, 874	3, 351
Africa.....	130, 231, 152	3, 140, 825	184, 012, 425	2, 726, 535
Other countries.....	475	14		
Total.....	3, 910, 740, 458	90, 619, 856	3, 914, 617, 289	77, 266, 061
Above No. 16 Dutch standard (pounds), imported from—				
United Kingdom.....			12, 708, 670	288, 189
Austria-Hungary.....			8, 227, 882	196, 059
France.....			2, 387, 849	34, 401
Germany.....			80, 968, 584	1, 902, 571
Netherlands.....			60, 332, 644	1, 522, 439
China.....			6, 906, 802	174, 133
Other countries.....			15, 031, 875	845, 289
Total.....			186, 594, 306	4, 463, 061
Confectionery.....dut.....		21, 602		25, 341
Tea.....free..lbs.....	83, 987, 665	10, 753, 254	99, 708, 133	13, 445, 080
Tea (pounds), imported from—				
United Kingdom.....	3, 784, 299	727, 242	4, 69, 472	910, 833
British North America.....	564, 354	103, 290	2, 521, 573	386, 571
China.....	46, 198, 708	6, 035, 668	51, 556, 525	7, 017, 921
East Indies.....	1, 418, 806	194, 661	2, 255, 500	278, 217
Japan.....	29, 793, 133	3, 457, 928	38, 251, 288	4, 799, 822
Other Asia and Oceania.....	2, 143, 874	225, 404	411, 350	48, 622
Other countries.....	54, 494	9, 061	15, 425	3, 094
Total.....	83, 987, 665	10, 753, 254	99, 708, 133	13, 445, 080
Tin, in bars, blocks, pigs, etc.....free..lbs..	44, 639, 324	5, 848, 933	55, 172, 571	7, 415, 933
Tin in bars, etc. (pounds), imported from—				
United Kingdom.....	18, 629, 720	2, 441, 468	18, 372, 448	2, 566, 023
Netherlands.....	4, 495, 216	601, 848	4, 280, 689	613, 531
East Indies.....	18, 060, 403	2, 352, 645	30, 739, 760	4, 021, 933
Other Asia and Oceania.....	2, 520, 116	331, 036	1, 948, 697	177, 578
Other countries.....	933, 869	121, 936	430, 977	86, 868
Total.....	44, 639, 324	5, 848, 933	55, 172, 571	7, 415, 933

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Tobacco, and manufactures of:				
Leaf (dutyable, pounds)—				
Suitable for cigar wrappers.....	4, 022, 653	\$3, 650, 351	4, 977, 475	\$4, 856, 041
Other.....	16, 236, 051	6, 838, 250	7, 871, 268	4, 216, 427
Total leaf.....	20, 258, 704	10, 497, 601	12, 848, 743	9, 072, 468
Imported from (pounds)—				
Germany.....	504, 840	287, 350	1, 689, 487	71, 637
Netherlands.....	3, 448, 058	3, 071, 194	4, 540, 090	4, 402, 062
Other Europe.....	421, 185	121, 287	368, 274	101, 368
British North America.....	780, 703	585, 989	535, 539	428, 339
Mexico.....	845, 468	144, 985	799, 826	339, 236
Cuba.....	14, 366, 753	6, 146, 626	4, 217, 347	2, 519, 013
Other countries.....	441, 697	160, 240	723, 750	1, 210, 823
Total.....	20, 258, 704	10, 497, 601	12, 848, 743	9, 072, 468
Manufactures of (dutyable, pounds)—				
Cigars, cigarettes, etc.....	487, 310	2, 091, 856	408, 211	1, 868, 610
All other.....		47, 338		62, 173
Total manufactures.....		2, 139, 194		1, 930, 783
Toys.....dut.		2, 826, 220		2, 738, 041
Toys, imported from—				
France.....		353, 861		134, 151
Germany.....		2, 368, 113		2, 489, 988
Other Europe.....		79, 253		93, 641
Other countries.....		25, 493		20, 261
Total.....		2, 826, 220		2, 738, 041
Vegetables (dutyable, bushels):				
Beans and dried peas.....	458, 643	466, 859	370, 867	260, 621
Onions.....	63, 877	26, 810	561, 734	632, 755
Potatoes.....	168, 579	126, 068	586, 213	249, 972
Pickles and sauces.....		311, 518		287, 619
All other—				
In their natural state.....		629, 102		252, 238
Prepared or preserved.....		558, 246		639, 781
Total.....		2, 118, 603		2, 322, 966
Wines (dutyable):				
Champagne, and other sparkling.....doz..	232, 662	3, 429, 531	216, 106	3, 170, 024
Still wines—				
In casks.....galls.	2, 472, 227	1, 703, 094	2, 645, 932	1, 822, 969
In other coverings.....dos.	282, 140	1, 350, 512	295, 308	1, 426, 620
Total.....		6, 483, 137		6, 420, 613
Wines, imported from—				
United Kingdom.....		206, 462		244, 395
France.....		4, 062, 139		3, 822, 681
Germany.....		1, 189, 124		1, 204, 517
Italy.....		238, 229		303, 890
Other Europe.....		754, 855		823, 115
Other countries.....		29, 328		23, 045
Total.....		6, 483, 137		6, 420, 613
Wood, and manufactures of:				
Unmanufactured (M feet)—				
Cabinet woods—				
Mahogany.....free.....	14, 874	669, 682	16, 943	817, 366
All other.....free.....		756, 594		738, 432
Logs and round timber.....free.....	317, 522	2, 520, 876	300, 693	2, 479, 306
Timber, hewn, etc.....free.....	3, 485	50, 458	3, 602	87, 626
Do.....dut.cub. ft.		396	69, 202	9, 900
Lumber (M feet)—				
Boards, planks, etc.....free.....	741, 801	7, 836, 260	574, 014	5, 720, 272
Do.....dut.....	12	881	100, 915	1, 043, 206
Shingles.....dut.....M			285, 454	414, 422
Other lumber.....dut.....		15, 725		421, 262
All other manufactured.....free.....		4, 285, 298		3, 551, 850
Do.....dut.....		1, 177		11, 031

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.				
Manufactures of (durable)—				
Cabinetware or house furniture.....		\$238, 679		\$238, 029
Wood pulp..... tons..	52, 847	1, 030, 714	28, 580	579, 946
All other.....		1, 828, 340		1, 640, 063
Total wood, and manufactures of.....		19, 289, 579		17, 777, 711
Mahogany (M feet), imported from—				
United Kingdom.....	599	149, 860	788	198, 738
Central American States.....	3, 220	99, 055	4, 927	136, 281
Mexico.....	9, 404	349, 216	8, 533	367, 874
Cuba.....	713	36, 203	437	22, 852
Other West Indies.....	52	2, 416	399	28, 916
South America.....	734	25, 370	1, 433	56, 498
Other countries.....	152	7, 562	126	6, 207
Total.....	14, 874	606, 682	16, 943	817, 306
Boards, planks, etc. (M feet), imported from—				
British North America.....	741, 806	7, 836, 414	674, 851	6, 759, 376
Other countries.....	7	227	78	4, 192
Total.....	741, 813	7, 836, 641	674, 929	6, 763, 478
Wood pulp (tons), imported from—				
Germany.....	3, 983	193, 573	1, 106	68, 012
Other Europe.....	8, 011	280, 294	3, 581	187, 209
British North America.....	40, 903	556, 747	23, 893	354, 725
Total.....	52, 817	1, 030, 714	28, 580	579, 946
Wools, hair of the camel, goat, alpaca, etc., and manufactures of:				
Unmanufactured (pounds)—				
Class 1—clothing: In the grease free..	70, 958, 711	11, 890, 024	170, 105, 868	26, 992, 362
Do..... dut.....			6, 352, 086	1, 026, 166
Scoured..... free..	4, 411, 816	1, 187, 668	22, 370, 786	5, 912, 530
Do..... dut.....			97, 789	22, 896
Class 2—combing: In the grease free..	9, 969, 430	2, 014, 468	36, 194, 854	6, 793, 519
Do..... dut.....			506, 089	96, 654
Scoured..... free..	90, 529	17, 701	248, 304	53, 936
Class 3—carpet: In the grease free..	74, 103, 017	7, 275, 743	84, 435, 047	8, 840, 234
Do..... dut.....			35, 321, 463	3, 553, 218
Scoured..... free..	222, 512	35, 790	1, 255, 710	138, 447
Do..... dut.....			1, 354	101
Total unmanufactured..... (free..)	159, 776, 015	22, 421, 414	314, 560, 681	48, 730, 985
do..... (dut.....)			42, 278, 801	4, 700, 945
Wools (pounds), imported from—				
Class 1—				
United Kingdom.....	81, 369, 876	5, 612, 010	106, 676, 127	19, 039, 491
France.....	5, 400, 299	1, 482, 336	15, 534, 189	3, 870, 596
South America.....	10, 556, 165	1, 890, 737	37, 593, 292	4, 906, 323
Asia and Oceania.....	19, 385, 500	8, 423, 470	18, 976, 425	3, 114, 822
Other countries.....	8, 658, 687	1, 169, 159	20, 046, 518	3, 022, 096
Total.....	75, 370, 527	13, 077, 712	198, 826, 551	33, 953, 828
Class 2—				
United Kingdom.....	3, 909, 620	840, 219	21, 629, 415	4, 421, 700
Other Europe.....	428, 464	114, 620	818, 326	172, 792
British North America.....	3, 242, 014	640, 297	5, 929, 911	1, 150, 291
South America.....	2, 863, 053	359, 110	8, 420, 061	1, 183, 201
Asia and Oceania.....	224, 569	65, 549	22, 454	3, 639
Other countries.....	14, 289	3, 374	129, 190	14, 479
Total.....	10, 079, 959	2, 032, 169	36, 949, 357	6, 946, 102
Class 3—				
United Kingdom.....	21, 500, 844	2, 554, 392	40, 994, 424	4, 942, 671
France.....	2, 514, 019	290, 200	9, 133, 297	1, 166, 465
Germany.....	1, 175, 764	119, 563	2, 518, 137	280, 495
Other Europe.....	11, 259, 544	1, 258, 833	20, 570, 393	2, 237, 187
British North America.....	8, 774	620	54, 337	4, 108
South America.....	15, 144, 952	1, 426, 354	15, 372, 042	1, 283, 684
China.....	18, 643, 524	1, 277, 665	24, 701, 013	1, 845, 290
Other Asia and Oceania.....	3, 935, 093	374, 017	7, 092, 817	799, 165
Other countries.....	143, 015	12, 889	27, 115	2, 935
Total.....	74, 325, 529	7, 811, 533	121, 063, 574	12, 532, 000

III.—Imports of merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Wools, hair of the camel, goat, alpaca, etc., and manufactures of— Continued.				
Manufactures of wool—				
Carbonized.....dut..lbs..	1,280	\$493	43,726	\$13,513
Carpets and carpeting.....dut..sq. yds..	478,447	728,251	472,847	1,063,154
Clothing, etc., except shawls and knit goods.....dut.....		1,003,722		890,428
Cloths.....dut..lbs..	24,544,846	14,063,824	22,354,142	13,054,931
Dress goods, women's and children's,.....dut..sq. yds..	56,276,705	13,053,447	64,408,556	13,553,243
Knit fabrics.....dut.....		1,972,247		1,478,642
Rags, nolls, and wastes.....free..lbs..	15,503,438	1,986,497	38,011,004	4,488,146
Shoddy, mungo, flocks, etc.....dut..lbs..	1,508,020	524,988	6,494,466	1,946,108
Shawls.....dut.....		392,274		261,668
Yarns.....dut..lbs..	953,429	520,494	1,583,813	812,782
All other.....dut.....		2,263,126		2,279,216
Total manufactures.....		37,109,363		40,431,831
Carpets (square yards), imported from—				
United Kingdom.....	375,461	529,741	285,448	533,864
Other Europe.....	68,778	129,497	99,373	276,092
Japan.....	2,154	1,003	10,564	10,576
Other Asia and Oceania.....	22,285	49,329	75,875	240,886
Other countries.....	9,789	18,681	1,567	1,796
Total.....	478,447	728,251	472,847	1,063,154
Cloth (pounds), imported from—				
United Kingdom.....	21,116,297	11,675,906	19,018,085	10,667,180
Austria-Hungary.....	144,891	129,291	173,876	153,472
Belgium.....	443,675	404,705	441,321	845,686
France.....	388,537	416,513	316,468	341,117
Germany.....	2,423,252	2,017,874	2,389,859	2,130,046
Other Europe.....	7,871	5,115	9,181	8,160
Other countries.....	20,823	17,920	10,882	9,270
Total.....	24,544,846	14,063,824	22,354,142	13,054,931
Dress goods (square yards), imported from—				
United Kingdom.....	20,334,274	4,134,432	49,855,080	4,644,135
France.....	15,857,236	3,898,212	8,358,494	5,066,049
Germany.....	19,704,776	4,924,146	5,972,701	3,101,953
Other Europe.....	877,542	100,842	221,485	140,606
Other countries.....	2,877	815	846	498
Total.....	56,276,705	13,053,447	64,408,556	13,553,243
Zinc or spelter, and manufactures of (dutiable):				
In blocks or pigs, and old.....lbs..	856,044	25,904	2,557,341	95,883
Manufactures of.....		15,728		19,431
Total.....		41,632		115,314
All other articles.....free.....		9,383,715		8,572,509
Do.....dut.....		7,798,398		7,569,922
Total value of merchandise free of duty.....		822,952,457		877,329,110
Total value of merchandise dutiable.....		358,627,099		365,302,240
Total value of imports of merchandise.....		681,579,556		742,631,350
Imported direct from foreign countries.....		643,301,210		702,172,378
Imported through exterior ports, without appraisement.....		38,278,346		40,458,972
Entered for immediate consumption.....		571,152,305		647,118,841
Entered for warehouse.....		110,427,251		95,512,509
Brought in cars and other land vehicles.....		30,797,879		36,108,639
Brought in American vessels: Steam.....		68,608,581		79,923,148
Sailing.....		35,425,710		31,037,441
Brought in foreign vessels: Steam.....		510,622,231		563,963,458
Sailing.....		36,125,205		31,536,634

IV.—Exports of domestic merchandise, by articles and countries.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements:				
Mowers and reapers, and parts of.....		\$2, 288, 983		\$3, 149, 623
Plows and cultivators, and parts of.....		679, 703		623, 469
All other, and parts of.....		1, 075, 043		1, 529, 715
Total		4, 643, 729		5, 302, 807
Exported to—				
United Kingdom.....		518, 923		685, 047
France.....		453, 604		644, 963
Germany.....		535, 215		736, 475
Other Europe.....		982, 884		1, 084, 357
British North America.....		371, 144		560, 513
Central American States and British				
Honduras.....		28, 172		27, 152
Mexico.....		120, 827		119, 195
Santo Domingo.....		2, 403		1, 628
Cuba.....		1, 684		8, 383
Puerto Rico.....		8, 604		3, 096
Other West Indies and Bermuda.....		6, 450		6, 721
Argentina.....		500, 491		343, 274
Brazil.....		27, 431		22, 311
Colombia.....		2, 920		3, 163
Other South America.....		198, 207		146, 158
East Indies: British.....		4, 474		10, 122
British Australasia.....		405, 493		551, 537
Other Asia and Oceania.....		83, 109		46, 681
Africa.....		444, 685		290, 109
Other countries.....				523
Total agricultural implements		4, 643, 729		5, 302, 807
Animals:				
Cattle (number)—				
United Kingdom.....	385, 350	35, 982, 727	396, 371	37, 052, 990
Other Europe.....	3, 058	258, 150	2, 233	215, 525
British North America.....	3, 328	211, 490	17, 124	1, 198, 324
Central American States and British				
Honduras.....	204	12, 196	386	15, 089
Mexico.....	861	23, 441	701	36, 864
West Indies and Bermuda.....	1, 817	123, 945	30, 513	861, 418
South America.....	45	8, 323	80	3, 728
Asia and Oceania.....	107	5, 500	111	5, 664
Other countries.....	2	700		
Total	394, 772	36, 576, 412	447, 469	39, 379, 582
Hogs (number)—				
United Kingdom.....	815	2, 969	101	700
British North America.....	2, 937	10, 061	2, 105	11, 873
Mexico.....	28, 848	345, 056	9, 494	107, 646
West Indies and Bermuda.....	55	1, 322	385	6, 390
South America.....	21	631	14	230
Asia and Oceania.....	1, 499	6, 582	4, 255	23, 494
Other countries.....	110	1, 286	87	481
Total	33, 785	367, 917	16, 841	150, 814
Horses (number)—				
United Kingdom.....	14, 367	1, 865, 722	21, 579	2, 980, 732
France.....	48	11, 300	72	9, 000
Germany.....	3, 773	656, 225	6, 590	1, 015, 700
Other Europe.....	2, 543	302, 326	5, 118	541, 745
British North America.....	4, 050	481, 349	6, 105	680, 791
Central American States and British				
Honduras.....	599	59, 632	199	13, 400
Mexico.....	1, 198	73, 074	1, 818	70, 672
West Indies and Bermuda.....	1, 610	107, 703	4, 130	244, 520
South America.....	199	17, 781	21	5, 950
Asia and Oceania.....	239	25, 625	436	43, 645
Africa.....	1	400	73	10, 985
Other countries.....			1	125
Total	28, 632	3, 601, 137	45, 642	5, 617, 265
Mules.....No.	6, 534	475, 106	7, 753	631, 904

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Animals—Continued.				
Sheep (number)—				
United Kingdom	241, 376	\$1, 624, 842	159, 646	\$1, 139, 709
Other Europe	14, 106	119, 420		
British North America	55, 848	123, 049	49, 506	98, 832
Mexico	5, 378	14, 121	2, 077	8, 275
West Indies and Bermuda	5, 359	37, 987	5, 564	41, 286
South America	1, 492	20, 427	1, 356	15, 839
Other countries	122	8, 995	279	27, 793
Total	323, 576	1, 948, 841	218, 427	1, 331, 712
All other, and fowls		49, 840		187, 710
Total animals		48, 019, 268		47, 298, 937
Art works: Paintings and statuary		423, 289		298, 698
Bark, and extract of, for tanning		319, 826		280, 318
Beeswax	(¹)	(¹)	178, 614	21, 972
Blacking:				
Stove polish		478, 055		178, 749
All other				366, 806
Bones, hoofs, horns, and horn tips, strips, and waste		300, 223		222, 205
Books, maps, engravings, and other printed matter:				
United Kingdom		808, 789		863, 378
France		56, 176		44, 555
Germany		116, 419		108, 815
Other Europe		39, 807		56, 893
British North America		612, 262		659, 176
Central American States and British Honduras				
Mexico		78, 574		50, 262
Santo Domingo		179, 777		129, 316
Cuba		1, 540		857
Puerto Rico		187, 778		63, 183
Other West Indies and Bermuda		4, 593		8, 552
Argentina		30, 995		27, 502
Brazil		22, 687		29, 241
Colombia		46, 931		222, 129
Other South America		72, 952		83, 409
China		78, 382		48, 865
East Indies—British		12, 587		19, 256
Japan		20, 204		12, 245
British Australasia		21, 961		25, 714
Other Asia and Oceania		73, 237		76, 184
Africa		38, 511		29, 406
Total		36, 109		38, 432
Brass, and manufactures of		2, 529, 271		2, 542, 370
Brass, and manufactures of		1, 026, 191		1, 346, 802
Breadstuffs:				
Barley	16, 668, 489	6, 594, 193	15, 896, 885	6, 835, 174
Bran, middlings, and mill feed	(²)	(²)	* 56, 507	840, 330
Bread and biscuit	15, 212, 948	663, 508	15, 390, 297	728, 682
Buckwheat	* 553, 658	* 229, 544	1, 804, 071	737, 325
Corn (bushels)—				
United Kingdom	57, 169, 336	19, 063, 188	81, 640, 082	25, 868, 874
France	5, 021, 757	1, 639, 658	9, 078, 568	2, 815, 075
Germany	20, 268, 004	6, 756, 480	33, 440, 703	10, 668, 967
Other Europe	27, 614, 227	9, 085, 478	46, 893, 929	14, 593, 622
British North America	9, 389, 990	2, 694, 912	12, 548, 550	3, 666, 483
Central American States and British Honduras				
Mexico	77, 911	35, 157	123, 109	63, 903
Santo Domingo	7, 372, 901	2, 751, 829	2, 804, 800	991, 956
Cuba	1, 617	773	1, 229	444
Puerto Rico	429, 067	157, 519	910, 823	346, 681
Other West Indies and Bermuda	695	291	1, 200	437
South America	657, 570	275, 576	729, 180	278, 545
Asia and Oceania	48, 358	19, 810	90, 041	36, 857
Total	155, 513	55, 390	145, 842	63, 700

¹ Returned under "All other unenumerated articles" prior to July, 1897.² Not enumerated prior to July, 1897.³ Not enumerated prior to July, 1896.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Breadstuffs—Continued.				
Corn (bushels)—Continued.				
Africa.....	3,748,720	\$1,590,651	663,704	\$260,491
Other countries.....	4,864	1,624	4,220	1,512
Total	131,960,530	44,127,276	189,127,570	59,662,518
Corn meal.....bbls..	301,029	636,432	718,127	1,401,922
Oats.....bush..	30,517,428	7,778,786	52,239,051	13,877,472
Oatmeal.....lbs..	40,816,497	983,559	59,070,373	1,206,482
Rye.....bush..	5,323,899	2,267,002	10,582,952	5,097,150
Rye flour.....bbls..	2,640	7,356	2,820	8,258
Wheat (bushels)—				
United Kingdom.....	57,187,299	40,396,140	62,991,328	56,198,427
France.....	210,634	140,292	14,032,329	13,449,905
Germany.....	2,884,220	1,845,202	2,935,082	2,649,794
Other Europe.....	9,997,973	6,979,182	18,054,538	16,524,960
British North America.....	5,256,850	3,493,201	5,884,235	5,384,679
Central American States and British Honduras.....	84,561	69,241	47,633	48,043
Mexico.....	1,063	633	49	44
West Indies and Bermuda.....	5,974	4,384	226,923	195,624
South America.....	164,785	153,545	1,442,998	1,332,783
British Australasia.....	3,178,090	2,437,082	343,174	317,915
Other Asia and Oceania.....	984,289	761,710	42,679	37,145
Africa.....	3,800,101	2,980,750	3,908,360	3,486,118
Total	83,755,829	59,263,352	109,909,328	99,625,440
Wheat flour (barrels)—				
United Kingdom.....	9,021,961	32,062,057	7,975,828	33,061,497
France.....	1,100	3,900	910	4,108
Germany.....	197,061	660,620	152,007	638,198
Other Europe.....	1,050,785	3,588,570	920,417	3,308,376
British North America.....	868,772	3,254,936	444,193	2,010,960
Central American States and British Honduras.....	277,206	1,049,344	246,513	1,151,536
Mexico.....	36,466	133,166	20,694	96,843
Santo Domingo.....	30,561	125,827	35,211	171,535
Cuba.....	178,967	697,474	150,782	716,133
Puerto Rico.....	123,689	469,227	124,900	573,411
Other West Indies and Bermuda.....	886,487	3,376,498	791,196	3,638,004
Brazil.....	711,426	2,925,919	788,384	3,827,586
Colombia.....	138,566	570,944	130,140	567,143
Other South America.....	409,709	1,496,818	365,009	1,623,273
China.....	15,482	53,889	17,407	80,106
East Indies: British.....	9,671	34,145	2,018	8,862
Japan.....	184,767	573,695	161,562	647,289
British Australasia.....	399,364	1,091,453	96,070	432,210
Other Asia and Oceania.....	1,147,099	3,718,816	897,496	3,739,800
Africa.....	262,517	945,815	267,336	1,229,694
Other countries.....	14,241	53,401	10,292	44,598
Total	15,855,336	56,886,013	13,506,359	58,182,188
Preparations of, for table food				
All other.....		3,369,221		918,884
Total breadstuffs		182,806,242		252,536,188
Bricks:				
Building.....M..	5,258	32,750	4,606	30,383
Fire.....		102,651		110,626
Total		135,410		141,009
Broom corn.....		139,535		138,271
Brooms and brushes.....		182,466		183,768
Candles.....lbs..	2,804,212	242,184	2,672,572	207,242
Carriages, cars, other vehicles, and parts of:				
Cars, passenger and freight, and parts of—				
For steam railways.....		834,288		544,528
For other railways.....				763,075
All other carriages and parts of, except cycles.....		1,912,482		1,850,779
Total		2,746,770		3,158,382

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Carriages, cars, other vehicles, and parts of—				
Continued.				
Exported to—				
United Kingdom		\$515, 907		\$574, 594
France.....		19, 822		44, 840
Germany.....		67, 582		74, 451
Other Europe.....		38, 771		45, 560
British North America.....		163, 791		173, 308
Central American States and British Honduras.....				
Mexico.....		161, 818		99, 560
Santo Domingo.....		551, 066		816, 732
Cuba.....		13, 089		25, 314
Puerto Rico.....		13, 257		15, 248
Other West Indies and Bermuda.....		8, 963		9, 668
Argentina.....		133, 004		85, 103
Brasil.....		108, 464		143, 972
Colombia.....		111, 849		133, 569
Other South America.....		33, 349		46, 196
China.....		62, 344		56, 322
East Indies: British.....		1, 493		11, 636
Japan.....		8, 659		8, 060
British Australasia.....		5, 562		10, 600
Other Asia and Oceania.....		283, 152		369, 034
Africa.....		47, 309		50, 890
Other countries.....		395, 949		356, 525
Total.....		1, 570		
		2, 746, 770		3, 156, 382
Cycles, and parts of:				
United Kingdom.....		1, 306, 408		2, 128, 491
France.....		135, 202		283, 910
Germany.....		303, 096		1, 378, 558
Other Europe.....		484, 731		1, 110, 599
British North America.....		557, 577		744, 869
Central American States and British Honduras.....				
Mexico.....		75, 063		21, 295
Santo Domingo.....		51, 887		69, 391
Cuba.....		1, 873		3, 939
Puerto Rico.....		4, 833		8, 636
Other West Indies and Bermuda.....		8, 179		4, 285
Argentina.....		66, 016		126, 528
Brasil.....		22, 196		52, 244
Colombia.....		22, 934		54, 083
Other South America.....		20, 904		22, 091
China.....		42, 915		61, 303
East Indies: British.....		11, 278		26, 300
Japan.....		10, 155		31, 583
British Australasia.....		41, 386		80, 874
Other Asia and Oceania.....		530, 339		445, 529
Africa.....		34, 784		72, 517
Other countries.....		64, 266		174, 730
Total.....				762
		3, 796, 022		6, 902, 736
Total carriages, cars, etc.....		6, 542, 792		10, 061, 118
Casings for sausages.....		1, 686, 930		1, 677, 033
Celluloid, and manufactures of.....		(¹)		63, 627
Cement..... bbls.	54, 839	86, 757	53, 466	93, 684
Chemicals, drugs, dyes, and medicines:				
Acids.....		86, 888		105, 435
Ashes, pot and pearl..... lbs.	754, 273	32, 403	612, 262	24, 065
Copper, sulphate of..... do.	(²)	(²)	2, 889, 111	97, 824
Dyes and dyestuffs.....		483, 260		399, 167
Ginseng..... lbs.	169, 567	746, 277	180, 101	741, 216
Lime, acetate of..... do.	(²)	(²)	217, 666, 853	252, 318
Medicines, patent or proprietary.....		2, 419, 793		2, 501, 515
Roots, herbs, and barks, n. e. s.....		162, 769		129, 745
All other.....		5, 329, 964		5, 882, 096
Total.....		9, 261, 854		9, 633, 381
Cider..... galls.	(¹)	(¹)	151, 237	6, 427

¹ Returned under "All other unenumerated articles" prior to July, 1897.² Not separately stated prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Clocks and watches:				
Clocks, and parts of.....		\$1,008,078		\$942,951
Watches, and parts of.....		650,682		791,747
Total.....		1,658,710		1,734,698
Exported to—				
United Kingdom.....		559,115		628,171
France.....		19,525		5,668
Germany.....		15,005		12,686
Other Europe.....		33,353		24,135
British North America.....		262,386		327,011
Central American States and British Honduras.....		13,095		9,753
Mexico.....		42,437		20,680
West Indies and Bermuda.....		17,922		10,246
Argentina.....		41,717		22,612
Brazil.....		71,458		35,697
Other South America.....		113,834		93,978
China.....		17,398		31,240
East Indies: British.....		68,205		42,584
Japan.....		160,065		165,852
British Australasia.....		150,827		170,938
Other Asia and Oceania.....		26,928		20,898
Africa.....		45,865		102,267
Other countries.....		85		247
Total.....		1,658,710		1,734,698
Coal and coke:				
Coal (tons)—				
Anthracite.....	1,350,000	5,925,500	1,297,282	5,830,633
Bituminous.....	2,276,202	5,072,818	2,400,744	5,332,858
Total coal.....	3,626,202	10,998,324	3,698,026	11,163,491
Exported to (tons)—				
United Kingdom.....	10	105	107	731
France.....	742	2,788	2,176	11,975
Germany.....	459	1,890	497	2,688
Other Europe.....	6,423	46,042	7,106	47,285
British North America.....	3,033,006	9,281,757	2,965,800	9,132,667
Central American States and British Honduras.....	7,792	29,231	6,632	23,655
Mexico.....	150,920	480,137	279,343	807,256
Santo Domingo.....	5,002	18,846	5,832	21,949
Cuba.....	232,144	587,689	242,393	572,923
Puerto Rico.....	24,041	61,215	20,700	50,609
Other West Indies and Bermuda.....	129,787	339,103	118,532	303,307
Brazil.....	13,866	75,365	16,026	90,111
Colombia.....	13,198	42,406	17,692	45,962
Other South America.....	7,465	24,785	9,153	33,143
Asia and Oceania.....	785	5,452	4,587	15,783
Other countries.....	529	2,013	850	3,407
Total coal.....	3,626,202	10,998,324	3,698,026	11,163,491
Coke..... tons.....	151,062	553,600	173,034	546,066
Coffee and cocoa, ground or prepared, and chocolate.....		105,868		150,666
Copper, and manufactures of:				
Ore (tons)—				
United Kingdom.....	17,743	2,275,469	8,000	1,062,938
Germany.....	1	45		
Other countries.....	750	118,400	1,064	136,091
Total.....	18,494	2,393,914	9,064	1,199,029
Ingots, bars, and old (pounds)—				
United Kingdom.....	65,888,751	7,040,943	64,811,843	7,013,475
France.....	53,703,798	5,804,001	59,630,864	6,664,659
Germany.....	27,535,951	2,973,290	29,746,200	3,284,581
Other Europe.....	111,518,392	11,940,820	122,313,139	13,552,293
British North America.....	419,495	44,727	596,187	64,179

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Copper, and manufactures of—Continued.				
Ingots, bars and old (pounds)—Continued.				
Mexico	135,667	\$15,880	114,886	\$13,210
Other countries	21,870	2,619	42,653	5,248
Total	259,223,924	27,822,280	277,255,742	30,597,645
Manufactures of.....		819,017		958,379
Total copper, and manufactures of, not including ore		28,641,297		31,556,024
Cork, manufactures of		(¹)		¹ 23,267
Cotton, and manufactures of:				
Unmanufactured—				
Sea Island	(bales .. 50,111	3,711,004	(43,052)	3,111,547
.....	(lbs. 19,548,272		(16,800,092)	
Upland and other.....	(bales .. 5,981,308	229,701,773	(6,418,670)	200,634,029
.....	(lbs. 3,011,281,385		(3,246,652,993)	
Total	(bales .. 6,031,414	233,412,777	(6,461,722)	212,745,576
.....	(lbs. 3,030,829,657		(3,263,453,085)	
Exported to—				
United Kingdom	(bales .. 3,204,382	125,185,126	(2,865,704)	95,197,355
.....	(lbs. 1,615,243,284		(1,453,447,409)	
France	(bales .. 609,552	23,234,564	(795,070)	25,721,732
.....	(lbs. 309,843,593		(406,042,176)	
Germany	(bales .. 1,237,090	46,988,929	(1,632,753)	52,235,674
.....	(lbs. 617,445,584		(818,650,509)	
Other Europe	(bales .. 817,089	31,317,053	(925,495)	30,855,618
.....	(lbs. 404,152,093		(480,455,268)	
British North America	(bales .. 77,789	3,178,104	(102,711)	3,583,924
.....	(lbs. 39,077,679		(51,577,304)	
Mexico	(bales .. 37,489	1,632,838	(31,324)	1,150,894
.....	(lbs. 19,400,999		(16,671,718)	
South America	(bales .. 60	2,508	(20)	753
.....	(lbs. 29,462		(9,720)	
Japan	(bales .. 47,545	1,856,537	(104,824)	3,892,012
.....	(lbs. 25,405,523		(55,169,912)	
Other Asia and Oceania	(bales .. 400	16,446	(2,800)	106,850
.....	(lbs. 222,978		(1,428,914)	
Other countries	(bales .. 18	612	(21)	764
.....	(lbs. 8,462		(10,155)	
Total unmanufactured	(bales .. 6,031,414	233,412,777	(6,461,722)	212,745,576
.....	(lbs. 3,030,829,657		(3,263,453,085)	
Waste	(lbs. ..	(²)	(²)	² 3,995,999
Manufactures of—				
Cloths (yards)—				
Colored	68,319,457	4,124,036	85,499,696	4,528,787
Uncolored	212,892,064	12,121,041	200,184,453	10,284,056
Total	281,211,521	16,245,077	285,684,151	14,812,843
Cloths—Exported to (yards)—				
United Kingdom	11,406,593	816,190	9,307,156	692,320
France	237,660	12,347	607,072	29,234
Germany	1,389,563	86,320	1,296,866	80,975
Other Europe	1,079,612	82,393	904,005	77,451
British North America	35,519,380	2,134,990	14,378,247	853,233
Central American States and British Honduras	11,720,035	650,176	9,118,989	451,450
Mexico	7,208,007	456,857	5,829,665	378,994
Santo Domingo	2,094,776	107,447	1,854,125	91,466
Cuba	244,350	23,041	208,539	17,916
Puerto Rico	393,390	14,222	69,639	4,010
Other West Indies and Bermuda	11,542,120	688,605	14,714,427	873,894
Argentina	4,313,130	322,787	2,128,867	158,202
Brazil	9,500,598	711,531	7,865,600	546,504
Colombia	7,454,262	397,404	6,184,563	349,725
Other South America	26,346,497	1,421,336	22,047,022	1,121,055
China	107,063,411	6,027,681	133,509,799	6,478,296

¹ Returned under "All other unenumerated articles" prior to July, 1897.² Not enumerated prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued.				
Manufactures of—Continued.				
Cloths—Exported to (yards)—Cont'd.				
East Indies—British.....	3, 148, 849	\$175, 712	11, 351, 902	\$545, 567
Japan.....	1, 450, 205	83, 977	2, 479, 435	141, 496
British Australasia.....	714, 821	64, 978	813, 801	88, 002
Other Asia and Oceania.....	19, 058, 069	947, 176	22, 097, 272	1, 050, 683
Africa.....	14, 504, 407	748, 801	18, 737, 738	816, 652
Other countries.....	4, 921, 786	271, 106	119, 420	7, 318
Total cloths.....	281, 211, 521	16, 245, 077	285, 084, 151	14, 812, 843
Other manufactures of—				
Wearing apparel.....		736, 233		905, 250
Waste, cop and mill..... lbs.		2, 859, 290	3, 143, 031	130, 574
All other.....				2, 670, 259
Total.....		3, 595, 532		3, 706, 092
Exported to—				
United Kingdom.....		407, 637		431, 306
France.....		15, 761		8, 520
Germany.....		123, 058		236, 887
Other Europe.....		55, 347		62, 226
British North America.....		1, 360, 567		1, 537, 471
Central American States and British Honduras.....				
Mexico.....		212, 423		206, 556
Santo Domingo.....		338, 349		309, 980
Cuba.....		25, 608		22, 471
Fuero Rico.....		47, 588		15, 621
Other West Indies and Bermuda.....		5, 616		2, 995
Argentina.....		88, 950		85, 984
Brazil.....		62, 978		43, 820
Colombia.....		69, 595		57, 247
Other South America.....		47, 650		49, 579
China.....		58, 446		43, 951
East Indies—British.....		142, 742		19, 167
British Australasia.....		4, 853		2, 161
Other Asia and Oceania.....		137, 995		177, 967
Africa.....		329, 850		326, 346
Other countries.....		46, 259		58, 813
Total other manufactures of.....		15, 751		7, 224
Total other manufactures of.....		3, 595, 532		3, 706, 092
Total manufactures of.....		19, 840, 609		18, 518, 935
Earthen, stone, and china ware:				
Earthen and stone ware.....		144, 641		177, 320
China ware.....		24, 702		30, 282
Total.....		169, 343		207, 602
Eggs..... doz.	405, 192	63, 460	2, 734, 218	424, 819
Feathers.....		(¹)		150, 472
Fertilizers (tons):				
United Kingdom.....	131, 695	823, 158	136, 316	1, 009, 918
France.....	22, 534	176, 360	32, 877	252, 791
Germany.....	184, 683	1, 742, 581	207, 972	2, 037, 406
Other Europe.....	138, 979	1, 290, 554	145, 430	1, 293, 755
British North America.....	3, 712	85, 974	4, 159	81, 095
Central American States and British Honduras.....	4	119	1	21
Mexico.....	23	630	6	152
West Indies and Bermuda.....	3, 288	74, 928	3, 044	66, 147
South America.....	190	2, 328	121	3, 742
Asia and Oceania.....	10, 793	328, 206	20, 961	385, 928
Other countries.....	267	6, 646	159	2, 592
Total.....	496, 168	4, 537, 544	551, 046	5, 136, 546
Fibers, vegetable, and textile grasses, manufactures of:				
Bags.....		402, 195		536, 477
Cordage..... lbs.	9, 524, 560	534, 391	11, 052, 829	580, 737
Twine.....		781, 471		801, 976
All other.....		361, 374		296, 409
Total.....		2, 079, 431		2, 215, 599

¹ Returned under "All other unenumerated articles" prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Fish:				
Fresh, other than salmon.....lbs.	1,167,004	\$56,800	1,309,994	\$66,514
Dried, smoked, or cured—				
Cod, haddock, hake, and pollock.....lbs.	11,192,873	433,813	9,127,352	347,072
Herring.....do.	5,492,916	108,560	4,954,606	89,923
Other.....do.	714,888	38,287	1,074,895	49,828
Pickled—				
Mackerel.....bbls.	1,439	17,886	2,713	25,458
Other.....do.	22,361	89,310	21,535	84,241
Salmon—				
Canned.....lbs.	33,607,253	3,092,000	28,434,022	2,651,536
Other, fresh or cured.....		254,499		338,618
Canned fish, other than salmon and shell-fish.....		199,765		192,966
Caviare.....		(¹)		52,868
Shellfish—				
Oysters.....		672,641		614,933
Other.....		290,941		311,949
All other fish and fish products.....		(¹)		17,354
Total.....		5,254,252		4,632,760
Fruits and nuts:				
Apples, dried.....lbs.	24,485,679	1,165,573	31,691,320	1,546,218
Apples, green or ripe.....bbls.	1,137,714	1,880,013	881,279	1,858,117
Oranges.....		(²)		44,255
Prunes.....lbs.	(²)	(²)	* 12,034,196	778,144
Raisins.....do.	(²)	(²)	* 1,648,074	93,874
All other, green, ripe, or dried.....		1,971,570		2,148,482
Fruits, preserved—				
Canned.....		1,657,577		1,516,857
Other.....		48,109		54,863
Nuts.....		97,383		147,959
Total.....		6,820,225		8,188,769
Exported to—				
United Kingdom.....		3,194,396		3,216,770
France.....		221,460		464,742
Germany.....		895,874		1,535,958
Other Europe.....		867,766		1,241,882
British North America.....		834,103		888,501
Central American States and British Honduras.....		53,988		50,182
Mexico.....		78,058		59,645
Santo Domingo.....		2,625		1,699
Cuba.....		42,754		40,648
Puerto Rico.....		3,316		3,450
Other West Indies and Bermuda.....		54,735		56,910
Argentina.....		3,477		7,141
Brazil.....		12,049		12,302
Colombia.....		8,352		10,465
Other South America.....		35,218		29,626
China.....		13,010		25,612
East Indies: British.....		14,228		10,416
British Australasia.....		313,260		330,950
Other Asia and Oceania.....		103,108		115,502
Africa.....		66,220		85,627
Other countries.....		2,219		741
Total fruits and nuts.....		6,820,225		8,188,769
Furniture of metal.....		(²)		* 8,198
Fur and fur skins:				
United Kingdom.....		2,535,927		2,247,712
France.....		77,971		2,886
Germany.....		575,681		557,068
Other Europe.....		12,721		12,580
British North America.....		245,154		289,344
Other countries.....		12,829		16,900
Total.....		3,460,283		3,126,500

¹ Returned under "All other unenumerated articles" prior to July, 1897.² Returned under "All other green, ripe, or dried fruit" prior to July, 1897.³ Not separately stated prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Glass and glassware:				
Window glass		\$14, 340		\$19, 103
All other		1, 100, 912		1, 215, 455
Total		1, 115, 252		1, 234, 558
Glucose or grape sugar	lbs.			
Glue	do.			
Grease, grease scraps, and all soap stock				
Gunpowder and other explosives:				
Gunpowder	lbs.			
Cartridges and other				
Total				
Hair, and manufactures of				
Hay	tons.			
Hides and skins, other than furs (pounds):				
United Kingdom				
France				
Germany				
Other Europe				
British North America				
Central American States and British Honduras				
Mexico				
West Indies and Bermuda				
Japan				
Other Asia and Oceania				
Africa				
Other countries				
Total				
Honey				
Hops (pounds):				
United Kingdom				
Other Europe				
British North America				
Central American States and British Honduras				
Mexico				
Santo Domingo				
Cuba				
Puerto Rico				
Other West Indies and Bermuda				
South America				
East Indies: British				
British Australasia				
Other Asia and Oceania				
Other countries				
Total				
Ice	tons.			
India rubber and gutta-percha, manufactures of:				
Boots and shoes	pairs.			
All other				
Total				
India rubber, scrap and old				
Lak:				
Printers'				
Other				
Total				

¹ Returned under "All other unenumerated articles" prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric:				
United Kingdom.....		\$393, 270		\$465, 412
France.....		3,02, 764		225, 274
Germany.....		223, 679		236, 354
Other Europe.....		213, 470		313, 472
British North America.....		245, 890		336, 603
Central American States and British Honduras.....				
Mexico.....		70, 925		85, 490
West Indies and Bermuda.....		287, 498		302, 058
Argentina.....		90, 453		119, 120
Brazil.....		120, 714		154, 325
Other South America.....		215, 163		119, 298
China.....		180, 370		149, 829
Japan.....		4, 728		11, 555
British Australasia.....		161, 380		191, 060
Other Asia and Oceania.....		45, 721		73, 640
Africa.....		62, 316		94, 827
Other countries.....		196, 351		205, 469
Total.....		2, 716, 688		3, 083, 900
Iron and steel, and manufactures of:				
Iron ore..... tons..	11, 016	38, 916	7, 583	24, 612
Pig iron—				
Ferro-manganese..... tons..	62, 071	943, 022	5, 185	200, 295
All other..... tons..			257, 501	3, 059, 715
Scrap and old, fit only for remanufacture..... tons..	1, 290	15, 806	42, 469	468, 185
Bar iron..... lbs..	7, 850, 460	168, 680	10, 065, 375	150, 897
Bar or rods of steel, other than wire..... lbs..	19, 835, 602	281, 569	87, 733, 699	1, 066, 083
Bars or rails for railways—				
Iron..... tons..	628	18, 581	5, 413	95, 520
Steel..... tons..	72, 503	1, 712, 716	142, 808	2, 949, 901
Billets, ingots, and blooms..... tons..	(¹)	(¹)	16, 356	108, 333
Hoop, band, and scroll..... lbs..	599, 876	12, 303	3, 188, 814	44, 754
Rods, wire, of steel..... lbs..	(¹)	(¹)	123, 484, 969	240, 737
Sheets and plates—				
Iron..... lbs..	1, 725, 779	48, 905	9, 061, 447	175, 799
Steel..... lbs..	4, 144, 127	96, 568	11, 364, 821	173, 567
Tin plates, terne plates, and taggers tin..... lbs..	(²)	(²)	24, 144	176
Structural iron and steel..... tons..	(¹)	(¹)	15, 072	604, 786
Wire..... lbs..	85, 216, 157	1, 788, 095	118, 887, 872	2, 353, 829
Car wheels..... No..	15, 644	103, 607	21, 973	136, 852
Castings, not elsewhere specified.....		952, 382		862, 208
Cutlery—				
Table.....		187, 805		16, 551
All other.....				147, 099
Firearms.....		733, 663		661, 366
Builders' hardware and saws and tools—				
Locks, hinges, and other builders' hardware.....		3, 787, 680		4, 027, 757
Saws.....		2, 352, 572		89, 312
Tools not elsewhere specified.....				2, 288, 013
Total.....		6, 140, 252		6, 405, 082
Exported to—				
United Kingdom.....		1, 319, 433		1, 589, 490
France.....		181, 833		160, 470
Germany.....		498, 399		645, 800
Other Europe.....		311, 149		525, 855
British North America.....		543, 998		603, 196
Central American States and British Honduras.....				
Mexico.....		173, 081		116, 611
Santo Domingo.....		719, 077		502, 691
Cuba.....		11, 595		13, 810
Puerto Rico.....		77, 109		65, 904
Other West Indies and Bermuda.....		17, 653		13, 562
		79, 424		65, 487

¹ Not separately stated prior to July, 1897.² Not separately stated prior to December, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Builders' hardware and saws and tools—Continued.				
Exported to—Continued.				
Argentina.....		\$219,397		\$168,284
Brazil.....		284,494		189,848
Colombia.....		105,549		102,057
Other South America.....		283,543		231,090
China.....		25,767		26,350
East Indies: British.....		30,200		16,125
Japan.....		49,125		57,578
British Australasia.....		914,157		909,273
Other Asia and Oceania.....		53,907		85,421
Africa.....		237,567		232,813
Other countries.....		3,795		3,364
Total builders' hardware, etc.....		6,140,252		6,405,082
Machinery, machines, and parts of—				
Electrical.....		(¹)		¹ 917,453
Metal-working.....		(¹)		¹ 2,040,888
Printing presses, and parts of.....		530,858		743,221
Pumps and pumping machinery.....		(¹)		¹ 955,334
Sewing machines, and parts of—				
United Kingdom.....		1,031,848		903,489
France.....		96,148		136,106
Germany.....		484,788		856,941
Other Europe.....		216,948		203,257
British North America.....		99,155		116,585
Central American States and British Honduras.....		88,860		62,523
Mexico.....		199,669		209,266
Santo Domingo.....		1,657		1,826
Cuba.....		3,661		3,890
Puerto Rico.....		2,992		3,227
Other West Indies and Bermuda.....		19,791		15,068
Argentina.....		130,412		83,911
Brazil.....		134,885		83,739
Colombia.....		92,973		101,567
Other South America.....		139,647		103,995
China.....		10,890		4,129
East Indies: British.....		3,715		3,806
Japan.....		10,153		9,375
British Australasia.....		241,367		241,464
Other Asia and Oceania.....		24,193		37,672
Africa.....		17,171		13,924
Other countries.....		295		367
Total.....		3,051,168		3,193,136
Shoe machinery.....		(¹)		¹ 405,252
Steam engines, and parts of (number)—				
Fire engines.....	5	15,290	3	1,169
Locomotive engines.....	312	2,980,278	348	3,055,842
Stationary engines.....	316	265,882	546	359,698
Boilers and parts of engines.....		614,788		695,267
Typewriting machines, and parts of—				
Exported to—				
United Kingdom.....				771,101
France.....				95,911
Germany.....				277,441
Other Europe.....				207,491
British North America.....				37,563
Central American States and British Honduras.....				8,810
Mexico.....				23,405
Santo Domingo.....				215
Cuba.....				2,378
Puerto Rico.....				175
Other West Indies and Bermuda.....				8,855
Argentina.....				8,628
Brazil.....				3,464
Colombia.....				4,974
Other South America.....				13,344

¹ Not separately stated prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Machinery, machines, and parts of—Continued.				
Typewriting machines, and parts of—Continued.				
Exported to—Continued.				
China.....				\$3,753
East Indies: British.....				6,575
Japan.....				5,691
British Australasia.....				63,145
Other Asia and Oceania.....				7,300
Africa.....				21,708
Total.....		1,0685,942		1,566,916
All other.....		17,625,784		16,236,974
Nails and spikes (pounds):				
Cut.....	23,708,847	458,758	33,771,216	670,709
Wire.....			12,976,679	255,543
All other, including tacks.....	9,563,812	362,291	7,093,545	295,172
Pipes and fittings.....	(¹)	(¹)		\$1,252,252
Saws.....	No.	(¹)	* 706	46,400
Scales and balances.....	(¹)	877,466		363,831
Stoves, ranges, and parts of.....		304,123		380,847
All other manufactures of iron and steel.....		8,193,836		9,385,379
Total iron and steel, etc., not including ore.....		48,670,218		62,727,687
Jewelry, and other manufactures of gold and silver:				
Jewelry.....		692,841		301,658
Other manufactures of gold and silver.....				421,587
Total.....		692,841		723,245
Lamps, chandeliers, and all other devices for illuminating purposes.....		729,622		660,544
Lead, and manufactures of (pounds):				
Pigs, bars, and old.....	*16,359,452	436,496	*7,725,624	223,037
Type.....		164,877	150,473	49,816
All other.....				160,466
Total.....		601,373		433,319
Leather, and manufactures of:				
Leather, sole (pounds)—				
United Kingdom.....	33,368,168	5,362,985	26,421,973	4,461,508
Germany.....	208,986	39,354	267,271	51,619
Other Europe.....	5,432,903	990,211	4,603,689	855,932
British North America.....	529,180	90,000	787,087	147,940
West Indies and Bermuda.....	56,225	11,191	44,888	9,190
South America.....	11,973	2,391	21,005	4,158
Japan.....	1,868,966	385,393	1,267,359	266,250
British Australasia.....	272,291	55,832	148,130	30,603
Other Asia and Oceania.....	284,348	53,947	227,225	46,300
Africa.....	140,956	26,154	196,409	38,978
Other countries.....	145,833	29,179	65,344	12,981
Total.....	42,299,779	7,046,637	34,090,380	5,925,459
Leather, other—				
Upper leather—				
Kid, glazed.....		289,054		138,059
Patent or enameled.....				171,729
Splits, buff, grain, and all other.....		8,035,016		9,314,361
All other leather.....		909,240		772,211
Total.....		9,233,310		10,306,390
Exported to—				
United Kingdom.....		7,355,548		7,545,351
France.....		129,060		259,312

¹ Not separately stated prior to July, 1896.² Not separately stated prior to July, 1897.³ Part of this is foreign lead, returned by collectors of customs by mistake as domestic lead, prior to July 1, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Leather, and manufactures of—Continued.				
Leather, other—Continued.				
Exported to—Continued.				
Germany		\$245,592		\$459,965
Other Europe		625,127		1,152,447
British North America		583,174		660,290
Central American States and British Honduras		5,518		4,575
Mexico		20,466		12,137
Santo Domingo		613		1,236
Cuba		4,828		934
Puerto Rico		1,786		895
Other West Indies and Bermuda		13,918		16,084
Argentina		8,701		1,234
Brasil		16,613		30,923
Colombia		3,051		3,039
Other South America		20,167		10,151
British Australasia		148,334		197,108
Other Asia and Oceanica		29,258		14,582
Africa		26,510		25,682
Other countries		46		515
Total leather, other		9,233,810		10,396,390
Manufactures of—				
Boots and shoes—				
United Kingdom		243,040		323,928
France		10,813		22,175
Germany		9,286		29,515
Other Europe		17,242		32,492
British North America		208,848		237,519
Central American States and British Honduras		90,980		91,823
Mexico		50,982		72,540
West Indies and Bermuda		322,748		259,279
Colombia		40,500		45,690
Other South America		23,908		23,377
British Australasia		365,598		285,944
Other Asia and Oceanica		123,282		165,681
Africa		86,236		95,524
Other countries		2,908		3,162
Total		1,596,391		1,668,649
Harness and saddles		230,909		232,034
All other		770,210		984,136
Total leather, and manufactures of		18,877,457		19,226,668
Lime	bbls..	46,426	40,499	52,458
Malt	bush..	(¹)	(¹)	110,590
Malt liquors:				
In bottles	doz..	493,327	571,937	597,298
In other coverings	galls..	325,308	75,947	95,284
Total			647,884	692,582
Marble and stone, and manufactures of:				
Unmanufactured		72,860		86,770
Manufactures of—				
Roofing slate		515,058		1,145,662
All other		568,133		449,612
Total		1,154,051		1,662,044
Matches		79,900		83,092
Musical instruments:				
Organs	No..	13,359	754,875	13,554
Pianofortes	No..	925	244,825	857
All other, and parts of			270,148	291,992
Total		1,269,048		1,283,910

¹ Returned under "All other unenumerated articles" prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Naval stores:				
Rosin, tar, turpentine, and pitch (barrels)—				
Rosin.....	2,302,478	\$4,402,887	2,370,102	\$4,306,034
Tar.....	15,622	30,753	17,173	32,903
Turpentine and pitch.....	16,342	41,671	21,015	51,626
Total.....	2,334,442	4,475,311	2,408,290	4,390,563
Exported to (barrels)—				
United Kingdom.....	724,588	1,507,052	639,171	1,245,081
Germany.....	535,210	947,492	619,879	1,081,250
Other Europe.....	635,341	1,138,655	741,675	1,291,080
British North America.....	53,887	116,876	47,667	104,371
Central American States and British Honduras.....	10,477	26,662	5,905	17,442
Mexico.....	4,392	12,334	3,021	7,829
Santo Domingo.....	1,870	4,238	2,488	5,088
Cuba.....	5,593	11,743	3,972	7,420
Puerto Rico.....	670	1,325	596	1,200
Other West Indies and Bermuda.....	7,952	17,867	7,821	16,075
Argentina.....	40,571	86,106	44,169	88,422
Brazil.....	140,681	263,304	116,147	295,978
Colombia.....	7,305	14,534	7,306	15,820
Other South America.....	57,834	118,609	45,906	90,768
China.....	1,925	3,730	3,266	6,078
Japan.....	3,583	8,861	12,472	26,633
British Australasia.....	55,569	123,121	40,582	84,708
Other Asia and Oceania.....	45,664	69,197	59,478	92,141
Africa.....	1,272	2,762	1,180	2,508
Other countries.....	58	123	29	72
Total rosin, tar, etc.....	2,334,442	4,475,311	2,408,290	4,390,563
Turpentine, spirits of (gallons)—				
United Kingdom.....	8,139,389	1,991,279	7,375,638	2,037,601
Germany.....	2,317,530	586,515	2,522,320	698,345
Other Europe.....	5,534,838	1,420,562	5,412,200	1,462,571
British North America.....	539,879	144,504	508,112	162,107
Central American States and British Honduras.....	12,346	3,758	9,450	3,381
Mexico.....	6,161	2,108	8,110	2,958
Santo Domingo.....	505	803	1,173	435
Cuba.....	68,749	20,660	53,586	16,468
Puerto Rico.....	8,628	2,811	6,126	2,688
Other West Indies and Bermuda.....	28,524	8,761	24,673	8,223
Argentina.....	254,060	77,661	148,830	52,361
Brazil.....	161,072	48,228	180,344	60,660
Colombia.....	16,442	5,998	13,476	5,063
Other South America.....	133,490	42,861	107,556	37,716
China.....	11,860	3,946	11,105	3,867
Japan.....	25,250	7,821	15,600	5,060
British Australasia.....	382,784	127,827	237,077	79,706
Other Asia and Oceania.....	18,200	5,883	12,120	3,604
Africa.....	62,818	25,612	66,417	26,820
Other countries.....	51	18	101	40
Total.....	17,742,636	4,527,126	16,765,820	4,699,734
Total naval stores.....		9,002,437		9,090,297
Nickel, nickel oxide, and matte..... lbs..	2,756,604	606,833	4,265,558	997,891
Nursery stock.....		(¹)		149,340
Oil cake and oil-cake meal (pounds):				
Cotton seed.....	524,067,912	4,873,905	712,232,310	6,248,044
Flaxseed or linseed.....	433,210,811	4,275,334	438,504,765	4,311,916
Total.....	957,278,723	9,149,239	1,150,827,084	10,559,960
Exported to (pounds)—				
United Kingdom.....	365,448,636	3,411,719	322,843,014	3,006,686
France.....	25,988,633	236,492	60,016,782	559,494
Germany.....	266,390,004	2,615,538	320,926,826	2,824,526
Other Europe.....	284,801,026	2,743,277	433,701,808	4,018,465
British North America.....	1,409,151	13,473	1,199,669	12,247
West Indies and Bermuda.....	12,743,928	123,761	11,451,915	131,203

¹ Returned under "All other unenumerated articles" prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Oil cake and oil-cake meal (pounds)—Cont'd.				
Exports to (pounds)—Continued.				
South America.....	387,223	\$4,004	476,705	\$5,028
Other countries.....	104,722	975	210,265	2,311
Total oil cake and oil-cake meal	957,278,723	9,149,230	1,150,827,084	10,559,960
Oilcloths:				
For floors.....		(¹)		12,189
Other.....		(¹)		46,718
Total				58,907
Oils:				
Animal (gallons)—				
Fish.....	838,591	165,718	569,430	111,872
Lard.....	953,070	447,811	736,827	296,861
Whale.....	74,426	29,132	51,089	20,613
Other.....	118,598	54,719	127,156	51,666
Total animal.....	1,984,685	607,380	1,514,502	481,012
Mineral, crude, including all natural oils, without regard to gravity (gallons)—				
France.....	84,544,507	4,224,077	90,854,538	3,697,907
Other Europe.....	21,252,328	1,000,048	17,900,194	643,384
British North America.....			18,390	899
Mexico.....	6,950,797	374,293	7,690,966	338,911
Cuba.....	4,397,432	277,714	4,262,403	253,424
Puerto Rico.....	788,164	75,870	496,260	44,489
Other countries.....	200,000	20,000	641,640	65,050
Total	118,133,228	6,032,002	121,864,391	5,044,064
Mineral, refined or manufactured, not including residuum (gallons)—				
Naphthas, including all lighter products of distillation.....	13,640,757	1,122,823	13,704,426	1,020,203
Illuminating.....	758,076,467	49,704,167	804,446,322	46,876,328
Lubricating and heavy paraffin oil.....	51,704,913	6,770,927	52,079,332	6,731,821
Total	823,422,137	57,597,917	870,830,080	54,628,352
Exported to (gallons)—				
United Kingdom.....	217,132,655	13,803,499	199,955,808	11,945,976
France.....	9,813,012	999,253	12,711,000	1,134,030
Germany.....	130,484,493	7,321,693	137,348,689	6,815,926
Other Europe.....	238,162,639	14,222,695	263,108,581	14,071,605
British North America.....	10,226,250	754,607	10,515,879	728,878
Central American States and British Honduras.....	1,388,530	169,570	1,034,790	118,434
Mexico.....	737,514	150,048	975,196	182,515
Santo Domingo.....	323,542	38,533	610,220	56,841
Cuba.....	88,163	16,427	91,702	13,769
Puerto Rico.....	254,698	33,501	245,112	28,601
Other West Indies and Bermuda.....	4,618,684	471,554	3,999,207	324,270
Argentina.....	11,426,484	1,273,484	9,076,619	859,122
Brazil.....	16,714,524	1,508,760	22,652,531	1,714,985
Colombia.....	1,132,907	122,101	1,083,075	106,104
Other South America.....	10,793,704	1,127,740	9,603,469	885,928
China.....	32,250,048	2,814,040	48,808,483	3,413,703
East Indies: British.....	26,713,814	2,482,303	34,490,087	2,661,863
Japan.....	42,605,917	3,827,483	45,213,085	3,856,496
British Australasia.....	17,078,284	1,925,014	17,620,527	1,927,313
Other Asia and Oceania.....	39,975,223	3,339,456	37,866,743	2,545,287
Africa.....	11,186,783	1,182,704	13,745,930	1,252,272
Other countries.....	314,239	27,543	54,837	4,434
Total mineral oil (not including residuum)	823,422,137	57,597,917	870,830,080	54,628,352
Residuum, including tar and all other from which the light bodies have been distilled..... bbls.	12,417	28,067	291,606	335,009
Total refined or manufactured (including residuum)		57,625,984		54,963,361

¹ Not enumerated prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Oils—Continued.				
Vegetable—				
Corn.....galls..	(¹)	(¹)	1,024,917	\$226,769
Cotton-seed (gallons)—				
United Kingdom.....	1,909,417	\$496,770	1,508,079	395,787
France.....	6,599,291	1,723,254	14,465,780	3,637,718
Germany.....	1,272,847	326,457	1,908,836	455,785
Other Europe.....	7,931,312	2,188,261	10,855,689	2,881,029
British North America.....	342,391	82,444	331,634	79,670
Central American States and British Honduras.....	16,755	4,932	7,392	2,500
Mexico.....	1,525,406	316,997	1,697,601	322,895
Santo Domingo.....	39,034	14,089	59,654	20,124
Cuba.....	100	33	7,743	2,180
Puerto Rico.....			270	76
Other West Indies and Bermuda.....	632,080	174,906	743,812	187,652
Argentina.....	40,500	13,521	11,497	3,772
Brazil.....	583,717	169,751	693,475	182,570
Other South America.....	196,297	63,675	230,091	73,349
British Australasia.....	76,896	25,241	38,607	12,346
Other Asia and Oceania.....	8,060	2,039		
Africa.....	434,005	122,942	620,732	164,609
Total.....	21,597,918	5,785,912	33,181,492	8,422,050
Linseed.....galls..	82,535	35,415	109,561	41,928
Volatile or essential—				
Peppermint.....lbs..	142,635	249,005	123,811	177,168
Other.....		154,076		159,769
All other.....		640,349		996,931
Total vegetable.....		6,814,817		10,024,624
Paints, pigments, and colors:				
Carbon black, gas black, and lampblack.....				78,403
Zinc, oxide of.....lbs..			3,718,507	104,140
All other.....		887,985		864,155
Total.....		887,985		1,046,698
Paper, and manufactures of:				
Paper hangings.....		85,035		149,807
Printing paper.....lbs..	(²)	(²)	*51,563,605	1,327,227
Writing paper and envelopes.....		105,992		149,610
All other.....		2,646,644		2,906,540
Total.....		2,837,671		4,533,184
Paraffin and paraffin wax (pounds):				
United Kingdom.....	75,785,694	2,982,084	84,992,399	3,186,089
France.....	1,192,768	49,791	2,264,012	100,144
Germany.....	13,294,470	544,943	19,438,688	780,113
Other Europe.....	12,388,558	510,730	17,846,567	738,082
British North America.....	35,463	1,796	66,174	2,817
Central American States and British Honduras.....	416,916	26,496	483,135	26,019
Mexico.....	2,860,088	153,710	3,315,475	148,536
West Indies and Bermuda.....	61,737	2,940	106,308	3,815
Brazil.....	292,777	17,040	212,818	10,555
Other South America.....	124,140	6,123	98,182	4,957
Japan.....	3,336,890	148,688	3,301,586	114,271
British Australasia.....	1,953,994	85,671	2,864,211	124,968
Other Asia and Oceania.....			107,019	4,228
Africa.....	775,077	33,156	972,610	39,340
Total.....	112,516,572	4,563,168	136,069,174	5,283,934
Perfumery and cosmetics.....		841,140		299,716
Plated ware.....		895,623		471,628

¹ Not enumerated prior to July, 1897.² Not separately stated prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1890.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products:				
Meat products—				
Beef products—				
Canned (pounds)—				
United Kingdom	38,061,048	\$3,474,707	26,555,988	\$2,280,994
France	4,559,263	377,322	504,538	41,571
Germany	3,728,029	307,593	5,490,986	478,617
Other Europe	3,302,838	294,424	3,051,988	262,017
British North America	1,622,658	128,785	732,400	55,004
Central American States and British Honduras	235,530	27,543	316,105	30,955
Mexico	124,135	14,547	103,267	12,743
Santo Domingo	1,037	86	466	55
Cuba	28,046	2,115	72,932	5,723
Puerto Rico	1,536	115	2,688	208
Other West Indies and Bermuda	390,090	33,100	412,066	37,054
Argentina	300	23	4,030	425
Brazil	265,300	21,208	65,971	5,628
Colombia	75,618	6,168	79,814	6,806
Other South America	142,028	11,624	149,250	13,178
China	84,784	12,143	167,488	23,991
East Indies: British	2,131	182	8,245	846
Japan	699,925	50,200	254,697	37,063
British Australasia	13,200	1,777	182,599	18,280
Other Asia and Oceania	507,505	70,082	601,369	87,523
Africa	6,421,796	492,260	4,038,664	323,767
Other countries	2,130	249	100	9
Total	61,168,827	5,335,283	42,604,831	3,728,607
Fresh (pounds)—				
United Kingdom	282,648,895	22,477,747	279,515,512	22,271,498
British North America	51,095	3,592	25,280	1,558
West Indies and Bermuda	225,473	16,912	340,798	25,206
Other countries			1,000	66
Total	282,925,463	22,408,251	279,882,590	22,298,328
Salted or pickled, and other cured (pounds)—				
Salted or pickled	84,898,787	4,603,113	42,614,068	2,130,585
Other cured	994,529	103,981	1,251,249	113,983
Total	85,893,296	4,707,094	43,865,317	2,244,568
Exported to (pounds)—				
United Kingdom	50,167,896	2,907,280	17,187,976	947,705
France	589,966	31,091	158,100	7,531
Germany	6,308,750	338,208	4,290,470	222,906
Other Europe	8,342,065	444,861	6,127,901	306,003
British North America	5,789,518	258,109	4,025,704	170,361
Central American States and British Honduras	592,922	29,201	690,726	34,787
Mexico	6,712	368	7,981	505
Santo Domingo	48,790	2,140	45,350	2,030
Cuba	38,600	1,735	297,989	14,252
Puerto Rico	48,800	2,272	125,900	5,049
Other West Indies and Bermuda	7,435,066	369,489	5,771,706	281,150
Brazil	99,250	4,881	34,700	1,736
Colombia	228,004	10,189	262,953	12,818
Other South America	4,305,179	212,238	2,422,884	125,475
Asia and Oceania	1,506,227	80,253	1,661,897	76,589
Africa	277,151	13,704	738,300	35,000
Other countries	23,300	1,014	15,100	681
Total beef, salted, etc	85,893,296	4,707,094	43,865,317	2,244,568
Tallow (pounds)—				
United Kingdom	29,216,759	1,125,591	21,861,350	802,451
France	22,981,243	876,680	9,610,729	331,938
Germany	10,918,519	423,231	6,781,414	247,034
Other Europe	14,000,093	550,589	9,267,040	317,214
British North America	689,665	27,222	91,656	2,921
Central American States and British Honduras	2,757,174	123,686	2,160,512	94,009
Mexico	1,427,317	54,976	742,937	28,743

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Beef products—Continued.				
Tallow (pounds)—Continued.				
Santo Domingo	596,528	\$23,865	602,269	\$22,096
Cuba	692,021	24,472	322,860	12,331
Puerto Rico	4,611	246	5,927	309
Other West Indies and Bermuda	1,661,113	82,125	2,613,025	106,234
Brazil	71,100	2,979	710,544	30,657
Colombia	157,374	8,405	434,436	18,394
Other South America	242,754	10,724	274,734	11,829
Asia and Oceania	31,085	1,265	32,150	1,173
Other countries	1,730	85	4,104	173
Total	85,449,086	3,336,111	55,524,696	2,027,506
Hog products—				
Bacon (pounds)—				
United Kingdom	334,042,167	24,755,344	434,109,061	30,970,572
France	3,430,430	242,151	1,334,096	86,553
Germany	23,360,114	1,404,632	35,151,312	2,193,807
Other Europe	40,981,400	2,570,582	63,318,749	3,895,976
British North America	10,327,253	494,943	14,379,000	826,036
Central American States and British Honduras	267,216	18,391	281,729	20,852
Mexico	96,048	9,419	95,993	8,974
Santo Domingo	36,080	2,185	36,435	2,236
Cuba	8,433,031	476,968	10,797,137	650,861
Puerto Rico	392,281	22,100	617,901	35,566
Other West Indies and Bermuda	478,710	36,001	584,836	44,303
Brazil	14,499,313	985,346	16,747,886	1,031,141
Colombia	25,963	1,501	20,956	1,538
Other South America	323,344	21,412	406,244	30,380
China	19,802	2,623	25,085	3,279
Other Asia and Oceania	72,910	9,367	113,655	14,592
Africa	72,896	4,488	56,347	3,694
Other countries	702	58	300	22
Total	430,859,660	31,057,506	578,082,722	39,820,382
Hams (pounds)—				
United Kingdom	125,572,760	12,158,318	140,018,122	13,481,301
France	676,120	65,815	870,118	87,037
Germany	2,395,363	224,285	4,893,346	434,601
Other Europe	16,394,656	1,607,420	13,946,288	1,376,959
British North America	3,782,487	368,815	4,085,321	381,387
Central American States and British Honduras	277,879	29,993	311,465	33,118
Mexico	279,096	31,384	200,485	22,191
Santo Domingo	56,053	6,887	58,375	6,758
Cuba	4,000,893	371,058	3,716,784	372,463
Puerto Rico	868,534	78,020	978,415	85,203
Other West Indies and Bermuda	1,228,235	127,566	1,258,235	120,650
Brazil	6,435	650	26,042	2,483
Colombia	137,119	11,925	166,162	12,041
Other South America	829,449	90,475	872,719	95,612
China	49,653	6,625	58,464	7,543
British Australasia	14,430	1,933	5,746	766
Other Asia and Oceania	261,728	34,175	310,029	37,485
Africa	73,908	7,728	172,479	20,251
Other countries	7,454	790	8,068	810
Total	156,912,852	15,224,842	171,956,663	16,581,659
Pork (pounds)—				
Fresh	315,345	18,161	4,185,059	289,237
Salted or pickled	63,544,168	3,204,986	68,764,530	3,563,945
Total	63,859,513	3,223,147	72,949,589	3,853,182
Exported to (pounds)—				
United Kingdom	11,448,858	667,074	23,396,951	1,384,404
France	159,700	9,231	141,760	7,996
Germany	1,749,236	93,845	2,858,293	160,477
Other Europe	1,231,486	69,348	5,626,736	331,392
British North America	13,581,099	650,619	11,500,114	578,897
Central American States and British Honduras	1,281,382	59,210	1,328,644	61,010

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Hog products—Continued.				
Pork (pounds)—Continued.				
Exported to (pounds)—Continued.				
Santo Domingo	84,000	\$4,078	71,400	\$3,455
Cuba	259,000	12,130	219,460	10,766
Puerto Rico	3,871,800	185,175	4,225,300	195,769
Other West Indies and Bermuda	24,198,515	1,170,973	19,181,730	897,619
Brazil	361,650	21,618	284,400	16,077
Colombia	123,380	6,338	145,877	7,749
Other South America	5,138,500	251,485	3,472,400	167,157
Asia and Oceania	153,757	10,548	237,830	16,525
Africa	109,300	5,813	157,800	9,013
Other countries	107,850	5,662	91,904	4,876
Total	63,859,513	3,223,147	72,949,589	3,853,182
Lard (pounds)—				
United Kingdom	187,510,210	10,790,156	203,293,295	10,751,057
France	26,732,335	1,530,736	29,851,417	1,041,932
Germany	151,067,295	8,324,635	205,240,201	10,414,421
Other Europe	83,943,570	4,844,003	121,095,250	6,253,674
British North America	4,964,444	245,762	4,252,008	205,743
Central American States and British Honduras	2,046,916	120,585	2,220,661	117,772
Mexico	4,988,370	246,301	6,102,535	284,585
Santo Domingo	364,700	20,611	448,818	24,892
Cuba	26,486,002	1,384,300	21,017,677	1,002,426
Puerto Rico	4,002,726	218,393	4,553,467	234,715
Other West Indies and Bermuda	7,232,546	448,256	6,199,847	365,668
Argentina	84,057	4,792	34,798	2,132
Brazil	11,227,810	720,192	17,301,426	1,014,055
Colombia	2,521,700	138,589	4,288,662	137,938
Other South America	11,504,961	679,263	10,799,317	616,585
Asia and Oceania	402,480	26,662	556,629	37,623
Africa	1,097,180	72,961	1,660,509	113,150
Other countries	32,811	2,051	74,595	4,041
Total	526,320,203	29,821,308	630,060,611	32,622,409
Lard compounds, and substitutes for (cottonseed, lardine, etc.)—lbs.	9,068,255	493,800	15,308,065	788,725
Mutton—lbs.	342,431	27,173	519,986	41,450
Oil and oleomargarine (pounds)—				
Oil, the oil	114,176,025	7,651,109	118,125,001	7,011,628
Oleomargarine, imitation butter.	6,510,212	604,740	3,930,220	379,463
Total	120,686,267	8,255,849	122,055,911	7,391,091
Exported to (pounds)—				
United Kingdom	8,096,253	545,305	7,400,765	453,066
Germany	27,734,630	1,728,136	27,573,912	1,562,887
Netherlands	69,501,168	1,899,438	73,767,038	4,500,310
Other Europe	10,629,290	683,167	9,813,635	558,017
British North America	1,647,835	83,636	891,878	50,835
Central American States and British Honduras	2,805	334	4,550	438
Mexico	13,064	1,387	4,410	475
Other West Indies and Bermuda	2,540,040	259,709	1,927,452	189,025
Colombia	88,031	7,813	76,870	6,835
Other South America	289,174	31,417	232,416	24,031
Asia and Oceania	75,427	8,443	154,958	17,367
Other countries	68,460	7,004	202,027	21,805
Total	120,686,267	8,255,849	122,055,911	7,391,091
Poultry and game		51,981		66,316
All other meat products		2,413,281		3,243,189
Dairy products—				
Butter (pounds)—				
United Kingdom	16,527,412	2,469,987	19,312,724	2,906,621
Germany	2,258,283	284,103	2,228,799	253,805
Other Europe	3,146,946	372,832	1,483,228	182,862
British North America	1,495,697	227,826	3,597,271	532,690

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Dairy products—Continued.				
Butter (pounds)—Continued.				
Central American States and British Honduras	248,452	\$42,693	282,558	\$48,245
Mexico	208,875	35,837	246,478	41,536
Santo Domingo	42,926	5,903	54,451	7,438
Cuba	46,334	8,566	60,245	10,932
Puerto Rico	1,120	186	49,465	5,918
Other West Indies and Bermuda	1,994,962	300,288	1,984,157	292,730
Brazil	257,261	36,600	465,743	56,183
Colombia	119,219	10,885	156,383	21,255
Other South America	629,654	83,508	638,327	84,189
China	18,313	3,361	32,720	6,478
Japan	77,866	14,096	106,289	20,199
Other Asia and Oceania	125,725	23,730	181,673	35,623
Africa	7,740	1,401	21,194	3,672
Other countries	13,448	1,989	12,078	2,002
Total	27,220,213	3,909,900	30,914,783	4,497,878
Cheese (pounds)—				
United Kingdom	36,297,923	3,113,691	44,350,228	4,030,516
Germany	200	24	425	61
British North America	6,499,341	531,859	13,980,688	1,176,391
Central American States and British Honduras	160,530	17,534	171,295	19,921
Mexico	126,112	14,789	118,546	14,296
Santo Domingo	28,353	3,999	89,011	4,719
Cuba	41,454	7,571	156,841	20,347
Puerto Rico	18,390	2,056	21,988	2,601
Other West Indies and Bermuda	884,205	101,331	802,810	100,642
Brazil	1,442	153	2,638	314
Colombia	81,629	9,649	98,212	12,116
Other South America	130,300	15,380	127,285	16,316
China	24,095	3,822	46,669	5,120
Japan	43,495	4,853	30,229	3,303
Other Asia and Oceania	162,336	18,813	213,485	23,318
Other countries	10,440	1,179	20,301	2,400
Total	44,530,234	3,846,703	60,180,651	5,432,371
Milk		397,181		635,370
Total provisions, etc.		134,599,500		145,273,037
Quicksilver	lbs. 1,525,726	618,437	1,007,770	394,549
Rice	do. (1)	(1)	280,141	12,750
Rice bran, meal, and polish	do. 10,540,403	57,919	3,778,055	22,175
Salt	do. (1)	(1)	4,393,582	24,812
Seeds:				
Clover	do. 10,451,224	807,815	19,891,956	1,354,037
Cotton	do. 30,718,633	205,032	26,559,819	158,859
Flaxseed or linseed	bush 3,931,125	3,188,902	1,091,651	935,271
Timothy	lbs. 15,593,845	608,386	12,369,293	396,364
Other grass seeds		428,238		114,639
All other				212,519
Total		5,238,373		3,171,689
Exported to—				
United Kingdom		2,491,662		1,340,303
France		129,363		36,987
Germany		596,806		488,440
Other Europe		1,273,227		546,985
British North America		659,178		658,947
Central American States and British Honduras		11,841		5,401
Mexico		13,610		19,145
Santo Domingo		689		864
Cuba		3,143		2,733
Puerto Rico		234		150
Other West Indies and Bermuda		4,690		3,215
Argentina		286		761

¹ Returned under "All other unenumerated articles" prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Seeds—Continued.				
Exported to—Continued.				
Brazil		\$1,166		\$1,492
Colombia		1,982		2,972
Other South America		5,860		2,151
China		740		551
British Australasia		35,688		54,830
Other Asia and Oceania		5,439		4,635
Africa		2,750		1,427
Other countries		10		
Total seeds		5,238,373		3,171,680
Shells		(¹)		¹ 58,396
Silk, manufactures of		234,999		237,435
Soap:				
Toilet or fancy		170,203		224,284
Other.....lbs.	24,336,597	965,583	26,107,733	973,030
Total		1,135,786		1,197,314
Spermaceti and spermaceti wax.....lbs.	288,174	94,561	182,333	56,182
Spirits, distilled (proof gallons):				
Alcohol—				
Wood			261,121	132,035
Other, including pure, neutral, or cologne spirits.....}	336,810	86,648	272,645	102,994
Brandy	60,711	56,172	19,541	27,433
Rum	782,843	1,060,674	703,993	960,802
Whisky—				
Bourbon	307,266	297,044	456,325	335,329
Rye	23,715	38,353	19,362	34,799
All other	489,091	201,186	276,617	147,945
Total	1,999,936	1,740,077	2,009,604	1,741,337
Starch.....lbs.	44,893,614	1,068,751	86,706,240	1,685,514
Stationery, except of paper		846,371		968,101
Stereotype and electrotype plates		67,704		73,090
Straw and palm leaf, manufactures of		271,344		309,588
Sugar and molasses:				
Molasses.....galls.			7,516,262	578,625
Sirup.....do.	6,259,300	678,238	4,235,596	346,607
Sugar, brown.....lbs.	1,058,945	34,220	285,186	10,457
Sugar, refined (pounds)—				
United Kingdom	636,970	25,801	79,767	4,075
Germany	11,375	566	3,275	158
Other Europe	4,214	229	22,917	1,168
British North America	39,371	2,486	61,603	3,741
Central American States and British Honduras	1,551,007	74,428	1,156,644	53,578
Mexico	598,534	31,013	412,048	19,409
Santo Domingo	42,559	2,181	48,099	2,369
Other West Indies and Bermuda	2,955,499	150,509	1,915,193	98,032
Colombia	1,345,753	66,990	712,891	35,020
Other South America	30,729	1,628	96,237	5,209
British Australasia	8,504	400		
Other Asia and Oceania	910,985	43,174	1,364,990	59,684
Africa	333,949	17,062	465,213	23,531
Other countries	8,791	457		
Total	8,478,240	416,924	6,238,877	305,974
Candy and confectionery		532,232		614,422
Total sugar and molasses		1,061,614		1,856,085
Tin, manufactures of		268,581		284,020

¹ Returned under "All other unenumerated articles" prior to July, 1897.

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Tobacco, and manufactures of:				
Unmanufactured (pounds)—				
Leaf	282,728,727	\$23,317,575	271,129,384	\$22,562,594
Stems and trimmings	17,318,900	734,767	9,945,038	227,556
Total	300,047,687	24,052,332	281,074,422	22,790,150
Exported to (pounds)—				
United Kingdom	89,641,091	8,408,525	81,542,730	7,822,149
France	26,255,234	2,027,785	20,012,174	1,526,616
Germany	60,207,420	4,115,650	66,069,466	4,552,131
Other Europe	101,057,910	7,230,099	88,969,781	6,538,092
British North America	12,102,255	1,206,344	12,373,669	1,243,209
Central American States and British				
Honduras	231,461	29,297	139,948	18,508
Mexico	1,497,264	116,328	1,716,830	120,727
West Indies and Bermuda	3,039,093	289,311	2,744,179	259,265
Argentina	76,453	5,922	26,165	1,460
Colombia	33,778	4,326	25,925	3,554
Other South America	1,120,067	91,237	978,621	86,557
Japan	291,871	16,163	1,378,265	94,378
British Australasia	1,993,451	304,172	1,628,016	225,892
Other Asia and Oceanica	164,803	13,219	137,971	11,962
Africa	2,296,755	187,019	3,314,432	285,785
Other countries	38,786	6,935	1,300	155
Total unmanufactured	300,047,687	24,052,332	281,074,422	22,790,150
Cigars M	1,444	36,869	1,987	42,228
Cigarettes M	830,281	1,767,054	934,975	1,987,405
Plug lbs		2,943,072	5,048,269	1,109,821
All other				1,627,310
Total		4,746,995		4,966,764
Exported to—				
United Kingdom		1,534,862		1,483,071
France		15,852		22,653
Germany		175,727		164,599
Other Europe		300,714		355,410
British North America		53,693		64,107
Central American States and British				
Honduras		70,971		57,846
Mexico		17,971		8,596
Cuba		49,842		161,558
Other West Indies and Bermuda		176,783		187,046
Argentina		77,937		10,265
Brazil		1,888		75
Colombia		3,295		930
Other South America		61,457		76,375
China		243,783		265,568
East Indies: British		116,655		128,488
Japan		358,104		422,766
British Australasia		970,984		1,056,255
Other Asia and Oceanica		207,008		223,932
Africa		294,580		274,532
Other countries		14,884		2,692
Total manufactures of		4,746,995		4,966,764
Toys		132,397		120,062
Trunks, valises, and traveling bags		103,072		103,316
Varnish galls	362,428	397,895	421,512	431,966
Vegetables (bushels):				
Beans and peas	710,816	856,666	964,154	1,207,823
Onions	90,088	63,162	99,145	88,079
Potatoes	828,366	441,264	752,484	506,408
Vegetables, canned		366,175		415,521
All other, including pickles and sauces		192,695		294,132
Total		1,919,962		2,511,963
Vessels sold to foreigners (tons):				
Steamers	650	172,068	1,352	186,424
Sailing vessels	150	4,660	70	1,727
Total	800	176,728	1,422	188,151

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Vinegar.....galls..	114, 228	\$15, 737	104, 047	\$12, 564
Whalebone.....lbs..	244, 233	931, 384	140, 141	435, 816
Wine:				
In bottles.....dos..	15, 254	61, 017	14, 669	60, 726
In other coverings.....galls..	1, 427, 713	653, 038	1, 199, 921	517, 795
Total.....		714, 055		578, 521
Wood, and manufacturers of:				
Timber and unmanufactured wood—				
Sawed.....M feet..	323, 633	3, 483, 808	419, 833	4, 258, 937
Hewn.....cubic feet..	5, 002, 585	961, 059	7, 577, 478	1, 534, 283
Logs, and other.....		3, 537, 021		3, 621, 789
Total.....		7, 981, 888		9, 415, 008
Exported to—				
United Kingdom.....		3, 617, 085		4, 136, 188
France.....		187, 311		284, 269
Germany.....		1, 249, 310		1, 524, 292
Other Europe.....		888, 177		1, 271, 704
British North America.....		915, 819		1, 426, 627
Central American States and British Honduras.....		232, 627		84, 563
Mexico.....		256, 161		207, 258
Cuba.....		9, 861		15, 550
Other West Indies and Bermuda.....		18, 509		24, 364
Argentina.....		33, 773		19, 686
Brasil.....		9, 886		16, 243
Colombia.....		9, 512		28, 874
Other South America.....		14, 532		42, 762
British Australasia.....		249, 639		153, 048
Other Asia and Oceania.....		48, 545		60, 451
Africa.....		235, 690		119, 129
Other countries.....		5, 461		
Total timber and unmanufactured wood.....		7, 981, 888		9, 415, 008
Lumber (M feet)—				
Boards, deals, and planks.....	759, 222	11, 225, 497	865, 526	13, 005, 708
Joists and scantling.....	32, 306	385, 078	37, 596	430, 945
Total.....	791, 528	11, 610, 575	903, 112	13, 436, 653
Exported to (M feet)—				
United Kingdom.....	107, 639	2, 607, 697	151, 892	3, 278, 075
France.....	19, 154	262, 151	24, 820	341, 747
Germany.....	18, 420	434, 656	34, 897	778, 147
Other Europe.....	78, 289	1, 145, 417	119, 828	1, 845, 335
British North America.....	47, 098	678, 900	71, 608	968, 319
Central American States and British Honduras.....		8, 892		101, 227
Mexico.....		56, 287		1, 211, 345
Santo Domingo.....		3, 966		71, 813
Cuba.....		25, 644		292, 842
Puerto Rico.....		9, 770		85, 462
Other West Indies and Bermuda.....		53, 093		630, 405
Argentina.....		86, 404		765, 962
Brasil.....		64, 773		597, 431
Colombia.....		3, 256		69, 791
Other South America.....		62, 410		530, 560
China.....		11, 500		116, 567
Japan.....		10, 105		146, 343
British Australasia.....		54, 294		574, 473
Other Asia and Oceania.....		30, 389		367, 616
Africa.....		39, 123		659, 285
Other countries.....		842		3, 928
Total boards, deals, etc.....	791, 528	11, 610, 575	903, 112	13, 436, 653
Shingles.....M..	59, 920	113, 953	51, 770	98, 159
Shooks—				
Box.....		541, 538		497, 426
Other.....	684, 167	577, 715	558, 509	550, 983
Staves.....No..		3, 426, 763	27, 913, 605	1, 934, 681
Heading.....				2, 169, 997
All other.....		2, 706, 809		3, 325, 322
Manufactures of—				
Doors, sash, and blinds.....		491, 233		631, 652

IV.—Exports of domestic merchandise, by articles and countries—Continued.

Articles and countries.	Twelve months ending December—			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.				
Furniture, not elsewhere specified—				
Exported to—				
United Kingdom		\$794,564		\$995,333
France		175,271		229,701
Germany		260,516		303,430
Other Europe		206,938		239,890
British North America		596,354		606,688
Central American States and British Honduras				
Mexico		153,828		123,561
Santo Domingo		174,338		180,232
Cuba		10,734		11,767
Puerto Rico		84,224		34,120
Other West Indies and Bermuda		20,314		8,617
Argentina		154,585		122,943
Brazil		81,506		75,574
Colombia		56,641		48,183
Other South America		35,182		41,520
China		113,707		78,001
East Indies: British		19,549		28,957
Japan		19,726		12,790
British Australasia		22,580		35,826
Other Asia and Oceanica		155,164		214,675
Africa		93,908		132,886
Other countries		252,809		354,711
		1,278		3,543
Total		3,433,685		3,888,958
Hogheads and barrels, empty		280,023		259,307
Trimmings, moldings, and other house finishings		189,929		245,790
Wooden ware		459,398		488,390
Wood pulp	(¹)	(¹)	20,177,064	242,186
All other		2,958,202		3,110,261
Total		34,771,711		40,330,793
Wool, and manufactures of:				
Wool, raw (pounds)—				
Exported to—				
United Kingdom	2,063,755	257,719	8,608	975
Germany	144,509	17,685		
Other Europe	650,572	86,975	5,918	769
British North America	2,878,912	376,128	673,030	112,865
Mexico	2,743,129	230,014	366,935	30,455
Other countries	2,372	345	536	40
Total wool, raw	8,483,249	968,866	1,055,027	144,608
Manufactures of—				
Carpets	288,262	208,735	272,878	214,790
Dress goods	(¹)	(¹)	38,910	17,510
Flannels and blankets		47,672		54,888
Wearing apparel		353,600		409,287
All other manufactures of		335,096		362,481
Total manufactures		945,103		1,058,956
Zinc, and manufactures of:				
Ore	2,075	47,408	8,260	211,350
Manufactures of—				
Pigs, bars, plates, and sheets	20,300,169	1,013,620	28,490,662	1,356,538
All other manufactures of		51,001		71,021
Total, not including ore		1,064,621		1,427,559
All other articles		3,980,581		4,476,931
Total value of exports of domestic merchandise		966,830,080		1,079,863,018
Carried in cars and other land vehicles		58,707,610		60,177,321
Carried in American vessels: Steam		50,426,687		51,515,682
Sailing		22,915,888		21,519,820
Carried in foreign vessels: Steam		785,819,696		869,695,950
Sailing		69,480,269		76,954,745

¹Not separately stated prior to July, 1897. Digitized by Google

UNITED STATES COMMERCE, 1888-1897.

The trade of the United States for the fiscal years 1888-1897 is given in figures published by the Treasury Department. The grand totals are:

	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Imports:					
Free of duty	\$244, 071, 615	\$256, 487, 078	\$265, 068, 629	\$366, 241, 352	\$457, 990, 658
Dutiable	479, 885, 489	488, 644, 574	523, 641, 780	478, 074, 844	569, 402, 804
Total	723, 957, 114	745, 131, 652	789, 810, 409	844, 916, 196	827, 402, 462
Exports:					
Domestic	683, 862, 104	730, 282, 609	845, 293, 828	872, 270, 283	1, 015, 732, 011
Foreign	12, 092, 403	12, 118, 766	12, 534, 866	12, 210, 527	14, 546, 137
Total	695, 954, 507	742, 401, 375	857, 828, 684	884, 480, 810	1, 030, 278, 148

	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Imports:					
Free of duty	\$444, 544, 211	\$379, 795, 536	\$363, 233, 795	\$360, 757, 470	\$381, 928, 243
Dutiable	421, 856, 711	275, 199, 086	368, 736, 170	409, 967, 204	882, 792, 169
Total	866, 400, 922	654, 994, 622	731, 969, 965	779, 724, 674	764, 730, 412
Exports:					
Domestic	831, 030, 785	869, 204, 987	793, 392, 590	863, 200, 487	1, 032, 007, 608
Foreign	16, 634, 409	22, 935, 635	14, 145, 566	19, 406, 451	18, 985, 953
Total	847, 665, 194	892, 140, 572	807, 538, 156	882, 606, 938	1, 050, 993, 566

AFRICA.

The foreign trade of the Continent of Africa, for the better comprehension of its value and character, is arranged under geographical headings, viz: (1) The Northern Division, beginning at the Canary Islands and ending at the Gulf of Aden, embracing the Canary Islands, Morocco, Tunis, Tripoli, Algeria, and Egypt; (2) the West Coast, embracing Cape Verde Islands, Senegal, Bathurst, Sierra Leone, Liberia, Ivory Coast, Gold Coast, Slave Coast, Lagos, Niger Protectorate, Old Calabar, Cameroons, Fernando Po, Congo Free State, and Angola; (3) South Africa, embracing Cape Colony and Natal and the interior Republics of the Orange Free State and the South African Republic (Transvaal), whose commerce is conducted through Cape Colony, Natal, and Mozambique. For this reason, Mozambique, although geographically a portion of East Africa, is entered under South Africa; (4) the East coast, embracing Zanzibar, Madagascar, Mauritius, and Réunion.

As noted in reviews to previous editions of Commercial Relations, not only does the character of the products composing the commerce of these four divisions differ, but the trade usages also differ. The Northern Division is somewhat Oriental in character, modified in French Algeria; the West Coast trade, depending to a large extent upon the tribes, is largely tribal or barter trade; South Africa being dominated by English and Dutch ways and usages, its trade is European in character; East Africa has the tribal basis again, to a certain extent, but greatly modified by European domination.

In all Africa, the United States is represented by only ten paid consular offices, viz: Cairo, Cape Town, Madeira, Monrovia, Mozambique, Port Louis, Sierra Leone, Tamatave, Tangiers, and Zanzibar,* many other places being filled nominally by officers who are paid out of their fees, which may be said, in most cases, to be no pay at all. Under such circumstances, it can hardly be expected that the officers can devote much of their time to reports upon the best means of enlarging American trade in their several districts. This will account for the very meager information received by the Department from Africa.

According to the returns of the Bureau of Statistics of the United States Treasury, our total trade with Africa during the fiscal years 1896 and 1897 was:

Places.	Imports.		Exports.	
	1896.	1897.	1896.	1897.
Azores (Madeira).....	\$22, 121	\$12, 535	\$204, 800	\$298, 809
British Africa.....	1, 732, 147	1, 468, 994	11, 390, 995	13, 096, 643
Canary Islands.....	44, 979	49, 909	266, 192	297, 878
French Africa.....	406, 916	254, 755	266, 213	302, 010
Liberia.....	11, 547	7, 023	22, 689	11, 443
Madagascar.....	19, 637	17, 088	489, 189	473, 353
Portuguese Africa.....	16, 008	23, 253	900, 658	1, 869, 933
Turkey in Africa (Egypt and Tripoli).....	8, 114, 811	7, 146, 243	216, 540	323, 798
All other Africa.....	826, 936	562, 448	519, 154	578, 069
Total.....	11, 195, 100	9, 542, 248	14, 075, 890	17, 251, 936

* Arrangements are being made to establish another consulate at Pretoria, July 1, 1898.

The total trade, it will be seen, amounted to \$25,270,480 in 1896, and \$26,794,184 in 1897, while that of 1895 was only \$12,371,758. While this progress, especially in exports, is encouraging, there is still much opportunity for growth.

The grouping of the Treasury Department is not specific enough for any review of our trade with Africa which would be of use to merchants and manufacturers desiring to trade with the several countries and colonies. For instance, the Treasury heading British Africa covers Cape Colony and Natal, in South Africa; Bathurst, Sierra Leone, Ivory Coast, Gold Coast, and Lagos, etc., on the West Coast; and Mauritius, etc., on the East Coast. Besides, it will be noted that no mention is made of our trade with the South African Republic and the Orango Free State, which is largely conducted through Cape Colony and Natal. Hence, to distribute our trade with British Africa necessitates its reduction into as many parts as there are colonies. In nearly all other portions of Africa, a similar analysis of trade has been found necessary, in order to give our importers and exporters an idea of its extent in each place.

Since certain places are not covered by consular reports from our own officers, recourse has been had to British consular and colonial reports, which practically include every point where trade has found or may find lodgment.

NORTH AFRICA.

CANARY ISLANDS.

The imports and exports of the Canary Islands during the year 1895 (no later figures for the total trade being available) were: Imports, \$3,456,427; exports, \$4,246,450; total, \$7,702,875.

The latest year for which the trade, by countries, is given is 1893, but as the distribution for that year will hold relatively good for 1895, it is given herewith:

Imports and exports of the Canary Islands in 1893.

Countries.	Imports.	Exports.	Total.
Great Britain	\$1,720,100	\$1,596,190	\$3,316,290
France	277,750	143,140	420,890
Germany	168,835	143,315	312,150
Spain	302,580	501,650	804,230
Italy	14,940	20,850	35,790
Morocco	73,020	.....	73,020
United States	212,230	.....	212,230
All other	93,636	584,550	678,186
Total	2,863,091	2,989,695	5,852,786

The British consul, from whose report the above figures are taken, says that the imports from Great Britain are somewhat misleading, in the fact that the imports of British coal are included, whereas the greater portion thereof was reexported, but does not appear in the exports. Nevertheless, it will be seen that Great Britain controls more than half the trade of the islands.

As the shipping of the several countries is an indication of trade conditions in the Canaries, the following table is given:

Shipping at the Canaries in 1894 and 1895.

Flag.	1895.		1894.	
	Vessels.	Tons.	Vessels.	Tons.
British	1,526	3,293,677	1,500	3,396,827
French	228	288,101	233	404,397
German	880	533,592	326	634,376
Spanish	572	199,687	509	253,289

No statistics as to the general imports and exports, by articles, are available, but as British trade predominates, the following table of exports to Great Britain in 1895 and 1896 is given:

Exports to Great Britain, 1895 and 1896.

Articles.	1895.	1896.
Dyestuffs	\$186,500	\$170,500
Fruit	717,330	1,098,450
Potatoes	248,600	273,240
Vegetables, unenumerated	677,800	798,420
Wine	49,605	61,470
Wool	54,980	13,890
All other	60,706	61,490
Total	1,995,521	2,477,430

The exports to the United States in 1896 amounted to \$44,979, against \$48,394 in 1895. The articles exported consisted of cochineal and almonds.

The imports from Great Britain into the islands in 1896 were as follows, those for 1895 being given for purposes of comparison:

Imports from Great Britain.

Articles.	1896.	1895.	Articles.	1896.	1895.
Apparel and haberdashery	\$12,620	\$19,075	Metals, iron, wrought and unwrought	\$80,246	\$74,595
Bags and sacks	29,290	19,810	Printers' materials	14,974	.....
Candles	55,214	48,435	Pickles, sauces, vinegar	12,869	.....
Coal	971,490	691,490	Soap	64,900	77,400
Cordage	9,420	12,855	Manufactures of wood	27,974	.....
Cotton goods	389,720	481,815	Woolen goods	47,706	41,000
Hardware and cutlery	18,142	11,025	All other	263,947	213,633
Linens	19,080	47,805	Total	2,190,652	1,938,668
Machinery	40,236	55,230			
Manure	132,994	143,000			

Imports from the United States, 1896.

Articles.	Value.	Articles.	Value.
Cotton goods	\$9,639	Wheat and flour	\$10,174
Manure	7,185	Wood, and manufactures of	58,069
Malt liquor	3,817	All other	80,705
Mineral illuminating oils	77,657	Total	251,501
Tobacco	54,255		

The imports from the United States, which were \$221,827 in 1895, showed an increase in 1896, although a loss of nearly \$4,000 was noticeable in cotton goods. As noted in the Review of the World's Commerce for 1895-96, the British manufactures which find consumption in the colony are composed mainly of manufactures in which the United States excels, and yet we participate little in this branch of the trade, our exports to the islands being made up of kerosene, tobacco, lumber, etc.

MADEIRA.

Consul Jones, in his annual report, says that the chief imports from the United States are wood staves, lumber, petroleum, corn, and wheat. All the wine casks, he says, are made from United States staves. Very little corn is grown on the island, and only about one-sixth of the wheat required for local consumption. Corn formerly came in sailing vessels from Morocco, but since the destruction of the crop in 1893, the dealers have bought more from the United States and the Argentine Republic. Flour is not imported. The Government, continues the consul, requires that all the wheat of Portugal shall be exhausted before foreign wheat can be imported. The amount that each dealer shall buy and the method of buying are regulated by the Government. The duty on corn is one-half cent per pound and that on wheat (decided annually) is fixed for this year at 1 cent a pound.

The total imports into Madeira for the first half of the year 1897 amounted to \$647,724 gold, the chief contributors being Great Britain, \$322,288; the United States, \$217,530; the Argentine Republic, \$44,676; Germany, \$40,305, and Morocco, \$11,645. Some \$6,700 worth came from Africa and \$2,600 from Portugal; Spain, China, India, Holland, and Switzerland also contributing small amounts.

MOROCCO.

Consul-General Burke, of Tangier, gives the value of imports into Morocco in 1896 as between \$5,500,000 and \$6,000,000, the value of specie being excluded. The exports (in which specie is included) amounted to nearly \$6,500,000. The imports, says the consul-general, were 4½ per cent less than in 1895 and some 20 per cent less than in 1894. More than half the goods come from Great Britain and Gibraltar. France supplies 29 per cent and Germany 12½ per cent. Cotton goods is an important item of import (amounting to \$1,700,000 in 1896), and the United States could have this trade if there were direct means of communication. The Germans are now gaining it in default of such means of transportation, although the English manufacturers formerly held the market. Flour, the import of which is increasing, comes from France and is said to be of Russian or Indian wheat. The value of this import into Tangier amounted in 1896 to about \$120,000. The French flour costs at Marseilles from \$2.30 to \$2.90 per 220 pounds. The small quantity of United States flour that comes via Gibraltar is said to be more expensive. With direct transportation, Mr. Burke says, the cost would be less and America could control the market.

Timber is another article of importation which might come from the United States with better means of communication. Deals, planks, etc., sell for \$30 to \$40 per 1,000 feet. Candles are an important item on the import list, coming chiefly from England. Tobacco is brought from Germany, Holland, Algeria, and Gibraltar. That from Gibraltar is said to be of United States origin. The total import in this line into

Tangier in 1896 amounted to \$65,000. Tangier, says the consul-general, is the only port in which the Sultan allows tobacco to enter. Sugar was imported to the value of \$85,000 in 1896. In 1895, when the importation of all articles was greater, the value of sugar imported was upward of \$100,000. It is an article, he says, consumed by every Moor who has a penny to buy anything. At Laraiche, the seaport for Fez, the value of the sugar imported in 1895 was \$350,000, and the total value for the different ports of Morocco was \$1,700,000. Nearly all the sugar comes from France.

A little petroleum comes from the United States via Gibraltar. It is also imported from Russia, and the American article is more expensive. With direct means of communication the United States would be able to supply petroleum, tobacco, lumber, furniture, canned goods, and clothing to the market of Morocco. The whole question of the increase of our foreign trade, says Mr. Burke, not only in Morocco but in more important markets, lies in the encouragement of our shipping interests.

Goatskins and curios are exported from Morocco direct to the United States, and other articles go via European ports. The exports to the United States in 1896 amounted to \$350,000, and they will be greater, Mr. Burke thinks, in 1897.

The following statistics as to the trade of Morocco with the principal countries in 1896 are compiled from British foreign office reports:

Countries.	Exports.	Imports.
Great Britain (including Gibraltar and Malta).....	\$1, 418, 800	\$3, 787, 080
France and possessions	877, 060	1, 704, 440
Spain	659, 420	98, 540
Germany.....	557, 470	620, 380

ALGERIA.

The total imports from foreign countries in 1896, according to French official statistics, were \$11,193,420, and the exports \$8,390,590. There was a decrease both in imports and exports, as compared with 1895. The trade with the principal countries in the special commerce, was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Great Britain	\$1, 017, 300	\$2, 279, 700	Italy	\$453, 300	\$457, 200
Germany.....	271, 900	330, 600	United States	888, 500	184, 500
Russia.....	392, 800	301, 200	Brazil.....	1, 901, 700	.....
Spain	939, 900	444, 800			

The above figures do not include the trade with France, which was imports, \$42,035,600; exports, \$37,990,330.

The chief articles of import, in the order of importance, and with the values given in round numbers, are:

Articles.	Value.	Articles.	Value.
Coffee.....	\$1, 910, 000	Skins	\$17, 000
Animals	1, 400, 000	Textiles of wool.....	16, 000
Wood (ordinary).....	900, 000	Wine	16, 000
Leaf tobacco.....	700, 000	Cheese.....	16, 000
Coal	450, 000	Machinery.....	15, 000
Manufactured tobacco.....	350, 000	Petroleum	15, 000
Cereals	250, 000	Tools	15, 000
Fruits	200, 000	Salt meat	14, 000
Clothing.....	17, 000	Textiles of cotton.....	14, 000

Compared with the figures for 1895, there was a decrease in both exports and imports, the falling off in the latter class being chiefly in animals, salt meat, and machinery.

Speaking of the commercial importance of Algiers, United States Consul Grellet says:

What share has the United States taken in the business and maritime transactions of this port? With regard to our merchant marine, the answer is as brief as it is unsatisfactory—none. Not an article of American origin has been imported into the colony, in American bottoms, for years. It is difficult, for want of reliable statistics, to say what the imports have been. The annexed table * is only an approximate statement, as it does not apply to such United States goods as have reached Algiers after having entered France or any other country. United States goods ought surely to make a much better showing on the Algerian market. Why do they not? Is it due to the want of enterprise on the part of our exporters? Hardly; in enterprise they can compete with those of any other nation. It is owing to their want of knowledge regarding the requirements, habits, and business methods of this colony. The consulate here is flooded with catalogues and circulars in English, Spanish, and even in German, sent from the United States—none in French, and yet French is the only language spoken here. The circulars refer mostly to improved tools and high-grade machinery, seldom to agricultural implements, and yet Algeria is exclusively an agricultural colony.

Circulars, even if printed in the language of the country, continues the consul, are far less efficient than good traveling agents. One such agent is worth tons of printed matter.

The imports from the United States into Algiers in 1896, the quantities of which are given in tables by Mr. Grellet, comprise as the chief items raw hides, tobacco, petroleum, and preserved meat and grease. Forty-seven thousand pounds of agricultural machinery appear in the list, and 13,500 pounds of sewing machines. The exports from the port to the United States amounted to the value of \$127,310, goatskins being the most important item.

TUNIS.

According to official statistics sent by United States Vice-Consul Chapelle, of Tunis, the imports amounted to \$8,963,797 in 1896, an increase of \$455,310 over 1895. The exports were \$6,659,953, a decrease of \$1,300,695 as compared with the preceding year. France has the largest proportion of the trade, Italy, England, Russia, and Austria following in the order of importance. The trade according to the principal countries (the values being given in round numbers) was:

Countries.	Imports.	Exports.
France.....	\$5,000,000	\$4,000,000
England.....	750,000	300,000
Austria.....	300,000	37,000
Belgium.....	310,000	60,000
Italy.....	1,000,000	750,000

The imports from the United States says Mr. Chapelle, amounted to some \$35,000, and the exports to \$1,000. The imports increased \$9,000 as compared with 1895, but there was a serious loss in exports, hardly one-fifth of the value exported in 1895 being sent in 1896. There was also an increase in imports in 1896 from France, Austria, and Italy. The imports from England decreased. The principal articles of import from the United States are petroleum, lumber, and lard.

* See full text of report, in the proper place, in *Commercial Relations*.

The Bulletin de la Société de Géographie Commerciale, Paris, Vol. XIX (Nos. 6 and 7), has the following in regard to the commerce of Tunis in 1895:

Before the establishment of the protectorate, the commerce of Tunis did not exceed 23,000,000 francs (\$4,439,000). In 1886 this amount was more than doubled; in 1895 it reached the figure of 85,000,000 francs (\$16,405,000). The chief articles of export are cereals, olive oil, cattle, alfalfa, sponges, ores, and wines. Cereals represent about one-third of the total export. The chief imports in 1895 were as follows: Tissues, 8,000,000 francs (\$1,544,000), from France, England, and Germany; flour, 5,000,000 francs (\$965,000), almost entirely from Marseilles; colonial products, 3,800,000 francs (\$733,400), from France, Australia, and Italy; machinery and tools, 1,300,000 francs (\$250,900), from France and Belgium; wood and articles thereof, 1,200,000 francs (\$231,600), from Norway and Sweden; materials for construction, 1,190,000 francs (\$229,670), from France, except in the case of marble, which came from Italy; skins and articles of leather, 1,500,000 francs (\$289,500), from France; wines and spirits, 1,800,000 francs (\$347,400), from France and Italy; coal, 600,000 francs (\$115,806), from England; mineral oils for lighting, 570,000 francs (\$110,010), from America and Russia, via Italy and Malta.

The production of cereals must increase, since new and improved methods of agriculture are being employed, and large tracts of ground hitherto uncultivated are now being developed. Before long, 123,550 acres will be planted in olives, and the average production of oil will be 1,589,000 gallons. Larger numbers of cattle will also be raised. The soil and climate of Tunis are adapted to the cultivation of early fruits, medicinal plants, etc. The exploitation of mineral ores, especially the rich deposits of Gafsa, waits only the establishment of good roads to become important. Since 1891 the number of French inhabitants has increased 1,300 annually.

The Journal des Débats, Paris, February 20, 1897, says:

During the last ten years, 134,000,000 francs (\$25,862,000) have been spent in Tunis in public works, 34,000,000 francs (\$6,562,000) on ports, 1,500,000 francs (\$279,500) on light-houses and buoys, 65,000,000 francs (\$12,545,000) on railways, 12,000,000 francs (\$2,316,000) on roads, 10,500,000 francs (\$2,026,500) on public buildings, 2,500,000 francs (\$482,500) on sewers, 1,300,000 francs (\$250,900) on aqueducts, etc. Roads to the extent of 1,708 kilometers (1,061.29 miles) have been constructed, and 499 kilometers (303.46 miles) of railway. Of the latter, 315 kilometers are of ordinary gauge and 184 kilometers narrow gauge. The agricultural prospects of the country are promising; 500,000 hectares (in round numbers, 1,200,000 acres) of land are in the hands of the European population.

TRIPOLI.

The imports of Tripoli in 1896, according to the British consul from whose report the following figures are taken, amounted to \$1,749,600, and the exports to \$1,823,715. The trade with the principal European countries was:

Countries.	Exports.	Imports.
Great Britain.....	\$346,855	\$501,230
France	510,300	262,610
Germany	14,580	87,180

The exports to the United States amounted to \$145,800, but there is no record of imports from that country.

There was an increase in exports as compared with 1895, but a decrease of nearly \$160,000 in the imports—chiefly in wheat and barley, the local crops being good. The loss in exports was due to the smaller amount of esparto grass brought to market, which, says the British consul, always happens when the harvest succeeds. Soudan tanned goat and sheep skins were in poor demand most of the year and had to be shipped to New York on speculation. The prices, however, adds

the consul, have risen, and it is thought that a good trade will be done with the United States. The barley exported goes to the United Kingdom.

As to the imports, he continues, iron comes mostly from Belgium in bars, plates, and beams, and is used for building, etc.. Planks and timber come from Venice, Trieste, and Fiume; wine from Sicily; alcohol from Trieste; and yarn from Manchester, with the exception of a small quantity of the red kind, which is brought from Austria. There is an improvement in the demand for British cloth manufactures. The consumption of petroleum is not great, but 7,156 more cases being imported than in 1895.

The imports by articles in 1895 and 1896 were:

Articles.	1896.	1895.	Articles.	1896.	1895.
British cloth manufactures.....	\$301,320	\$277,560	Planks and timber.....	\$42,740	\$34,062
Foreign cloth manufactures.....	136,080	150,846	Rice.....	38,880	31,580
Colonial produce manufactures.....	189,540	184,909	Charcoal and firewood.....	36,742	38,928
Tobacco.....	136,080	141,114	Wines and spirits.....	34,020	43,794
Provisions.....	111,780	121,650	Petroleum.....	16,718	7,967
Flour.....	106,920	218,970	Coal.....	9,720	12,165
Yarn.....	58,460	43,794	Wheat and barley.....	.....	155,520
Iron.....	51,030	48,665	Other articles.....	483,570	664,145
			Total.....	1,749,600	1,908,602

EGYPT.

Acting Consul-General Watts, of Cairo, says that the imports into Egypt from all countries increased in 1896, the gain from the United States being about \$80,000. The largest proportion of imports comes from England, with Turkey, France, and Austria-Hungary following in the order of importance. Flour, which is one of the principal articles of import, comes largely from France and Algeria. Cotton is the chief export, 748,243 bales being sent out of the country during the year 1896-97, principally to England and Russia, although 51,056 bales went to the United States. The cultivation of sugar cane, says Mr. Watts, is developing. There is not a great demand for United States goods, but the acting consul-general thinks it could be increased.

A report published in the *Moniteur Officiel du Commerce*, Paris, May 27, 1897, is as follows:

The total value of imports into Egypt during the past year was 251,467,700 francs (\$48,533,266), an increase of over 37,000,000 francs as compared with the preceding year. This increase was in spite of the fact that a large number of people left the country on account of the prevalent epidemic. The cotton season was sufficiently good to insure prosperous conditions. The countries from which Egypt imported were:

Countries.	Value.		Countries.	Value.	
	<i>Francs.</i>			<i>Francs.</i>	
England and possessions.....	95,900,000	\$18,508,700	America.....	2,060,000	\$397,580
Turkey.....	51,600,000	9,958,800	Norway and Sweden.....	2,040,000	398,720
France and possessions.....	31,400,000	6,080,200	China and the far east.....	2,030,000	391,790
Austria-Hungary.....	18,200,000	3,512,600	Persia.....	1,500,000	289,500
Belgium.....	11,900,000	2,296,700	Roumania.....	1,300,000	250,900
Russia.....	9,600,000	1,852,800	Morocco.....	700,000	135,100
Italy.....	8,600,000	1,659,800	Holland.....	180,000	34,740
Germany.....	7,300,000	1,408,900	Spain.....	48,000	9,264
Greece.....	2,100,000	406,300			

Turkey sends tobacco and wood. Less wood has been received from Sweden than during the previous year; on the other hand, the import of wood from Roumania has increased. The chief articles imported into Egypt were flour, coal, iron and manufactures, tobacco, cotton tissues, cotton thread, woolen tissues, wine, raw silk and silk thread, sacks, ordinary soap, petroleum, indigo, coffee, cheese, foot wear of various kinds, butter, beer, and liquors. The greatest gain has been in cotton tissues, woolen tissues, iron and articles thereof, and flour.

The value of the exports was 343,780,800 francs (\$66,349,694), some 15,000,000 francs more than during 1895. There were exported 183,000,000 francs' (\$35,319,000) worth to England and possessions; to Russia, 38,000,000 francs (\$7,334,000); to France and her possessions, \$1,000,000 francs (\$5,983,000); to the United States, 24,000,000 francs (\$4,632,000); to Austria-Hungary, 15,000,000 francs (\$2,895,000); to Italy, 9,000,000 francs (\$1,737,000); to Turkey, 9,000,000 francs (\$1,737,000); to Germany, 8,000,000 francs (\$1,544,000); to Spain, 7,000,000 francs (\$1,351,000); to Belgium, 600,000 francs (\$115,800); to Greece, 390,000 francs (\$75,270); to China, 320,000 francs (\$61,760); and to Roumania, 120,000 francs (\$23,160). The principal articles of export, besides cotton, which represented over two-thirds of the total, were cane sugar, beans, wheat, onions, skins, and natural wool. There was a notable reduction in the export of maize. Cotton and cane sugar showed the principal increase.

In a letter to the Philadelphia Museums, dated Cairo, December 15, 1897, Consul-General Harrison says that the chief obstacle to the progress of United States trade with Egypt is the habit that merchants have of buying the kinds of articles that have always attracted them and from countries that have always supplied them. Then, besides the cost of the merchandise, the freight rate free on board to some port in Egypt, say Alexandria, Port Said, or Suez, should always be stated, when writing to importers in Egypt. This information, Mr. Harrison says, should be very clear, and should be given in English currency, pounds and shillings, or in French francs; but the equivalent of dollars may be stated in money current here, as the 5 cents of the United States is almost exactly 1 Egyptian piaster (\$0.0494).

Another requisite, he continues, is to make the buyers acquainted with the kinds of United States manufactures that can be advantageously bought; the quality, form and price, etc. These can be shown partly by illustrated and descriptive catalogues, but would be more readily understood and appreciated if samples could be exhibited; indeed, he adds, more than half the battle is won when goods of United States make are shown.

The consul-general thinks that if a dozen or more manufacturers would unite in sending a competent man who could speak French or Italian (both would be preferable), and would rent a suitable warehouse in which to display samples, the enterprise would meet with success. Manufacturers of furniture, of door and window frames, sashes and venetian blinds, and other articles of wood; of tools, locks, hinges, bolts, wire nails, screws, moldings for picture frames, etc.; of stoves and ranges that burn soft coal, petroleum, or gas; of gas and electric-light fixtures of good design and moderate cost; of sewing machines, bicycles, agricultural implements, such as shovels, plows, hoes, and corn shellers; of canned fruits and vegetables, and of many other articles of general utility, might combine in establishing such an agency. The expenses of the agent, apart from salary, should not exceed \$2,000 a year, and this method would bring the products of the United States before the Egyptian buyers, and induce them to appreciate their advantages.

RECAPITULATION OF NORTH AFRICAN TRADE.

The following statement showing the principal manufactures exported from Great Britain and France to North Africa during the years 1895 and 1896 will enable our exporters to appreciate the character of the foreign products consumed and the changes in trade during the year:

Articles.	Great Britain.		France.	
	1895.	1896.	1895.	1896.
Apparel and haberdashery.....	\$201,500	\$203,620	\$3,074,000	\$2,975,000
Coal.....	5,982,000	6,101,400	.....	.....
Cotton goods.....	12,732,000	10,084,700	6,986,300	6,444,800
Hardware and cutlery.....	74,800	85,100	1,152,000	.....
Linen goods.....	425,800	197,000	248,200	490,000
Machinery.....	766,900	982,200	1,642,100	1,800,000
Manufactures of iron.....	791,100	1,323,200	844,000	823,000
Woolen goods.....	719,900	642,700	2,601,300	757,400
Candles.....	.....	205,200	.....	519,000
Arms and ammunition.....	115,500	217,500	.....	306,000
Beer and ale.....	226,000	240,000	252,000	320,000
Leather goods.....	114,800	130,000	2,463,500	1,250,000
Paints.....	58,600	88,000	60,100	.....
Telegraph wire and apparatus.....	335,800	160,000	.....	.....

The total imports from Great Britain into North Africa during the year 1896 were \$25,972,900, against \$25,535,500 in 1895. The imports from France were \$51,839,100, against \$58,979,100 in the preceding year. The preponderance of French trade in this section of Africa is due to its commerce with Algeria, a French colony, and the Tunisian protectorate, exports from France to both of these amounting to \$46,400,000, against British exports thereto amounting to \$2,000,000. Apart from these two countries, the exports from France to North Africa amounted to only \$5,434,000, while the exports from Great Britain thereto were valued at \$23,672,000.

It will be seen that the United States could easily compete in the lines of manufacture mentioned. It is probable that a great many of our products find their way to North Africa via British and French ports. It is impossible, from American returns, to give the value of our direct exports, but figures given in the preceding reports would indicate that they amount to about \$1,500,000.

WEST COAST OF AFRICA.

The West Coast of Africa embraces the following colonies and divisions, beginning at Senegal and running down the west coast toward British South Africa, ending with the Portuguese colony of Angola. The British colonies cover the chief trading marts on the west coast, viz: Gambia, Sierra Leone, Gold Coast, Lagos, and Niger Protectorate. Senegal is a French colony, as well as part of the Ivory Coast; Fernando Po, a Spanish colony; the Kongo Free State is governed by Belgium, and, as already stated, Angola is a Portuguese colony. Liberia, the only independent government on the coast, is a republic. These cover nearly all the trade of the coast, omitting the native States, for which there are no statistics.

FRENCH WEST AFRICA.

Senegal.—Consul Strickland sends from Goreè Dakar the following statement of imports from the United States:

Articles.	Value.	Articles.	Value.
Leaf tobacco.....	\$41,816	Furniture.....	\$379
Ice.....	1,500	Medicine.....	100
Sawdust.....	120	Lumber.....	1,826
Lard.....	264	Clocks.....	119
Tallow.....	80	Lamps and fixtures.....	322
Hams.....	15	Cottons.....	3,460
Canned goods.....	439	Havana cigars.....	265
Cotton duck.....	575	Shingles.....	238
Flour.....	2,714	Other.....	252
Cotton-seed oil.....	5,268		
Bread and biscuits.....	212	Total.....	62,264
Petroleum.....	2,300		

There are no direct exports, says the consul, to the United States.

In the absence of statistics in the consular reports concerning the general trade of Senegal, recourse must be had to French and British returns. As these two countries embrace nearly all the foreign trade of the colony, the statistics may be accepted as official.

Imports into Senegal—	1895.	1896.	Exports from Senegal—	1895.	1896.
From France.....	\$4,257,600	\$4,775,260	To France.....	\$2,406,800	\$2,723,419
From Great Britain.....	1,498,700	1,728,880	To Great Britain.....	1,073,400	988,720

It will be seen that the total imports from these two countries in 1896 were \$6,504,140, against \$5,765,300 in 1895, and that the exports were \$3,712,139, against \$3,480,200 in 1895. The large decrease in the exports to Great Britain was due chiefly to the falling off in the value of the rubber exported, amounting to nearly \$35,000. The export of dye woods and ivory also decreased, the latter by about \$10,000. Palm oil decreased some \$60,000; there was a gain, however, in mahogany, of nearly \$90,000.

In the imports from Great Britain, cottons were represented by \$1,193,788, and showed an increase over 1895. There was also a gain in wearing apparel of nearly \$5,000; in metals, of about \$9,000; in coal, of \$5,000, and in arms and ammunition, of nearly \$30,000.

In the French returns, it should be noted that less than \$3,000,000 worth of the imports into Senegal consisted of articles of French manufacture or produce, the remainder being goods from other foreign countries transhipped from French ports. The item of cottons, for instance, is \$1,079,500. Of this amount, only \$152,000 is of French origin. Tools were imported to a value of \$150,000 (round numbers); about two-thirds of this amount was represented by French manufactures. Of a total import from France of iron and steel valued at \$22,000, only \$6,000 was of French origin, and only \$10,000 worth of tobacco, out of a total import of \$125,000.

The exports to France, on the other hand, seem to be practically all for local consumption. The principal articles are peanuts, gums and resins, palm nuts, rubber, and skins.

Ivory Coast.—The Bulletin de la Société de Géographie Commerciale, Paris, Vol. XIX, No. 5, says:

The commerce of the Ivory Coast has been steadily increasing for a number of years. In 1894, the importations reached the value of 4,424,052 francs (\$853,842) and the exportations 4,169,405 francs (\$804,695). The principal articles exported and imported in 1895 were (in round numbers):

Exports.	Value.		Imports.	Value.	
	Francs.			Francs.	
Palm oil.....	2,500,000	\$473,000	Tissues.....	706,000	\$136,000
Gold dust.....	630,000	121,600	Alcohol.....	100,000	19,300
Mahogany.....	500,000	96,500	Gin.....	250,000	48,250
Palm almonds.....	270,000	51,400	Powder.....	250,000	48,250
Rubber.....	420,000	81,000	Arms.....	195,000	37,600
Coffee.....	125,000	24,100	Tobacco.....	190,000	37,000
Ivory.....	22,000	4,200	Sea salt.....	90,000	17,500

England received three times the quantity of exports that were sent to France, and shipped goods in even larger proportion to the coast. Gold dust is used as a medium of exchange by the natives. It is found in considerable quantities, averaging 216 grains to the ton. In 1895, the Akapless tribe were condemned, in consequence of a revolt, to pay a fine of 45,000 francs (\$8,685). It was brought in less than two months. The gold dust is sold at the rate of 3 francs (58 cents) per gram (15.432 grains).

The export of woods is one of the sources of wealth of the colony. Mahogany, which is worth 50 francs (\$9.65) per cubic meter when shipped, is sold in Liverpool for more than double that amount. The rubber is of inferior quality. Pineapples abound, and an excellent brandy can be obtained from them. Cotton grows wild. The woven goods come from Manchester; the gin and alcohol from Hamburg and Rotterdam. Tobacco comes from America, via England. Both alcohol and tobacco are sold for double their cost price. Lagoons are the principal means of communication. Roads are very hard to make. Unfortunately, the lagoons are not connected; thus Assinie is separated from Grand Bassam, and the latter (this lagoon being nearly 75 miles in length) from Grand Lahou, etc. During the rainy season, the streams between the lagoons are navigable, and by enlarging the channels they could be used at all times of the year.

La Quinzaine Coloniale, Paris, February 25, 1897, says:

The exportation of mahogany is becoming an important industry on the Ivory Coast. During the last three months of 1896, it amounted to 6,709,384 pounds, against 2,194,264 pounds for the corresponding period of 1895. England and Germany have mainly profited by this increase. The wood comes principally from Assinie and Grand Bassam. It is cut by the natives and brought to Frembo.

BRITISH WEST AFRICA.

The geographical continuity of the colonies and countries of Africa, as given under the headings of the several divisions (North, West, South, and East Africa), is generally preserved, but in the case of West Africa it is broken for the purpose of uniting under one head the several British colonies, which fill so large a place in the commerce of the division. The greater portion of American trade in West Africa is carried on with these British colonies, and hence their statistics are of more importance to our importers and exporters than the statistics of trade wherein we have very little direct interest.

Gambia.—The latest statistics as to total trade relate to the year 1893, the British colonial reports of recent years containing no figures as to the imports and exports in general. The commerce in that year was: Imports, \$810,675; exports, \$1,166,380. Specie was represented in the imports by \$100,000 and in the exports by \$35,000.

The trade with Great Britain in 1896 according to the last British report was: Imports, \$231,260; exports, \$244,560. In both lines, an important gain over 1895 is to be noted, the figures for the latter year being: Imports, \$183,000; exports, \$180,600. In imports the principal increase was in cottons, the value of which almost doubled during 1896; the total was \$118,000. There was an increase in nearly all other items of import.

The British report says that a good business was done in rubber, and that although the total export of ground nuts (peanuts) was only 12,000 tons, the price obtained was better than for some time. The writer continues:

An important measure has been passed placing the management of the public lands in the hands of the Government in cases where no legitimate owners can be found. This measure, it is hoped, will encourage capitalists to take up tracts of land for agricultural purposes. * * * There should be a good field here for the safe investment of capital, which is much to be desired, as up to the present time the only capital in the country has been in trade, and the people themselves have managed to scrape out of the ground an article of export worth £120,000 (\$523,200) a year. Surely with capital and intelligence this might be largely increased.

Sierra Leone.—United States Consul Pooley gives the total value of the imports in 1896 as \$2,407,498. The exports, he says, were \$2,385,281. Imports from the United States amounted to \$230,000, and were chiefly composed of tobacco, flour, kerosene, and lumber. The exports to the United States (most of which went via Liverpool) were \$25,652, and consisted of rubber, palm oil and kernels, kola nuts, gum, ginger, and hides.

A British colonial report says that the imports, as compared with 1895, have increased \$350,000, and that there has been a gain of nearly 16 per cent in the total volume of trade. The imports from some of the principal countries in 1896 were:

Countries.	Imports, 1896.	Decrease from 1895.	Gain over 1895.
America	\$175,869		\$13,467
Germany	127,993	\$34,457	
France	35,483	5,356	
United Kingdom	1,958,837	323,861	

The articles showing the greatest increase are cotton goods, hardware, lumber, medicine, flour, and haberdashery. The loss in imports was in articles liable to specific duty, such as Geneva and rum. The duty on spirits, which came into force January 1, 1896, is mainly responsible for the decrease, but has resulted, says the report, in the importation of a better quality.

The decrease in exports, as compared with 1895, which amounted to \$17,355, was in palm oil and kernels and rubber.

Gold Coast.—According to British colonial returns, the imports in 1896 were \$4,423,500, a decrease of \$113,300 as compared with 1895. The exports amounted to \$3,849,600, also showing a decrease from the previous year of \$416,940. The greater proportion of the trade is with the United Kingdom, nearly five-sevenths of the imports coming from Great Britain and from British colonies. The imports, which consist of cotton, woolen, and silk goods, spirits, hardware, rice flour, provisions, tobacco, building materials, and apparel, are classified as follows:

Imports, 1896.

Articles.	Value.	Articles.	Value.
Live animals, provisions, and narcotics	\$1,170,482	Other manufactures	\$1,009,538
Metals and raw materials	180,544	Coin and bullion	502,891
Textiles	1,292,546		
Manufactures of metal	267,538	Total	4,423,539

The exports of palm oil in 1896 were valued at \$616,500, and of palm kernels at \$414,700. Rubber was exported as follows:

Countries.	Quantity.	Value.
	<i>Pounds.</i>	
United Kingdom	3,307,685	\$1,135,500
Germany	424,093	147,600
Belgium	3,661	1,800

In the previous year, 3,597,052 pounds, valued at \$1,430,400, were shipped to the United Kingdom, and 424,197 pounds, valued at \$134,000, to Germany.

Of timber, 6,063,381 feet, valued at \$253,850, were exported in 1896, against 3,587,337 feet, with a value of \$137,200, in 1895. Gold dust was exported from the colony in 1896 to the value of \$426,000.

It will be seen that the export of timber is largely increasing, while the exportation of gold, although less than in 1895, was greater than in 1894 or 1893. The weight of gold exported during each of the last seven years, was:

Year.	Exported.	Year.	Exported.
	<i>Ounces.</i>		<i>Ounces.</i>
1890	25,480	1894	21,332
1891	24,478	1895	25,416
1892	27,446	1896	23,041
1893	21,972		

Lagos.—The value of the imports for 1896, says Mr. Denton, the colonial secretary, was \$4,285,000, against \$3,969,750 in 1895. As usual, cotton goods were the largest item, their value being \$1,701,000. One million two hundred and twenty-four thousand and forty-one gallons of spirits were imported, and were valued at \$260,000; tobacco and cigars were estimated to be worth \$82,200.

The exports were valued at \$4,739,700, against \$4,794,800 in 1895; of this total, palm oil and palm kernels were represented by \$773,400 and \$1,667,900, respectively, while the comparatively new industry, rubber, contributed \$1,689,900.

Mr. Denton speaks of the extension of the influence of the colony over the Hinterland, which has conduced to increased cultivation of the country. Forests are being cleared everywhere, and native products planted. It is doubtful, however, if the export of palm oil and kernels, the staples of the colony, will show much improvement until easier means of transport to the markets is forthcoming. When the railway to Ibadan is completed, he continues, these industries will doubtless receive a great impetus.

Niger Protectorate.—An elaborate foreign office report on the trade of the Niger Coast in 1895-96 gives the value of the imports for the fiscal year ending March 31, 1896, as \$3,649,738, an increase of \$53,900 over the previous fiscal year. The imports from European countries during the above-mentioned period, together with the increase or decrease from each country as compared with the fiscal year ending March 31, 1895, were:

Countries.	Imports.	Increase.	Decrease.
United Kingdom	\$2, 796, 572	.....	\$26, 100
France	890	\$350	.....
Germany	254, 700	.....	\$2, 500
Holland	456, 883	107, 600	.....
Sweden	7, 464	3, 760	.....

The value of the principal articles of import, together with a statement of the increase or decrease of each as compared with the previous year, was:

Articles.	Value.	Increase.	Decrease.
Brass and copper ware	\$112, 390	\$15, 000	.....
Building materials	60, 260	.....	\$16, 500
Coal	17, 740	10, 000	.....
Coopers' stores	253, 690	.....	2, 500
Cotton goods	913, 525	128, 000	.....
Hardware and cutlery	121, 700	.....	150, 000
Provisions	87, 700	.....	16, 000
Rice	73, 860	.....	10, 000
Specie	913, 870	115, 000	.....
Wearing apparel	63, 230	7, 500	.....
Silk goods	44, 900	.....	10, 200
Soap	43, 400	15, 000	.....
Woolen goods	21, 670	2, 000	.....
Kerosene and illuminating oils	18, 630	5, 500	.....
Haberdashery	27, 730	.....	19, 000
Bags and sacks	18, 280	.....	5, 000
Beads	23, 400	.....	10, 000
Umbrellas and sticks	10, 100	8, 600	.....
Leather	4, 090	2, 400	.....

The total exports during the year under consideration were \$4,103,458, of which all, except about \$35,000, represents the value of native products, the remainder being the value of foreign manufactures reexported. The exports show a gain over the previous year of \$93,477. The chief articles were:

Articles.	Value.	Increase.	Decrease.
Palm kernels	\$1, 440, 480	\$5, 260	.....
Palm oil	2, 469, 490	42, 090	.....
Rubber	61, 860	.....	\$7, 250
Ivory	32, 560	27, 030	.....
Ebony	28, 200	.....	1, 000
Cocos	7, 380	1, 500	.....

The exports were distributed as follows:

	Per cent.
To the United Kingdom	63. 8
To France	10. 1
To Germany	24. 1
To other countries	2. 0

Comparing the exports with those of the previous year, a gain of \$366,700 to the United Kingdom, of \$60,700 to Germany, and of \$4,100 to Sweden is noted. There was a decrease in the exports to France of \$190,900 and to Holland of \$96,600 (round numbers).

In view of the fact, says the report, that the prices obtainable for some time for African produce have been extraordinarily low, the present condition of the export trade is satisfactory. It should be noted, however, that the bags, sacks, and coopers' stores are imported solely for the purpose of packing palm oil and kernels for exportation, but no account is taken of them as exports, which would make the statistics of exports some \$250,000 more than appears in the tables.

RÉSUMÉ FOR BRITISH WEST AFRICA.

As noted in the Review of the World's Commerce for 1895-96, it is greatly to be regretted that statistics showing the direct trade of the United States with the several colonies of West Africa can not be given, owing to the trade groupings in the excellent publication of the Bureau of Statistics of the Treasury Department, which includes all the trade of British Africa under one head, the same treatment being accorded to other European colonies in Africa. In this résumé, therefore, nothing can be given but the trade with Great Britain and France. The exports from Great Britain, being of the same class of manufactures as those which constitute the general exports from the United States, are the chief data for American exporters in determining their ability to compete for trade in these great and growing British colonies, where everything is as free to American as to British commerce.

Principal exports from British West Africa (Gambia, Sierra Leone, the Gold Coast, Lagos, and the Niger Protectorate) to Great Britain and France, in the years 1896 and 1895.

Articles.	Great Britain.		France.	
	1896.	1895.	1896.	1895.
Rubber	\$3, 840, 000	\$3, 108, 400	\$2, 000	
Palm oil	5, 832, 000	4, 775, 400	668, 000	\$792, 900
Oil nuts (peanuts)	320, 500	1, 487, 600	502, 000	636, 700
Fine woods	405, 000	276, 000	3, 000	22, 000
Ivory (elephants' tusks)	315, 000	246, 000	100	
Gums	81, 000	78, 000		
Hides and skins	52, 000	64, 000	17, 000	31, 900
Spices (ginger and pepper)	127, 500	154, 500		

The total value of the exports from British West Africa in 1896 to the two countries above named was \$11,303,900, of which \$9,978,926 went to England and \$1,325,012 to France. In 1895 the value of the total exports to France was \$1,698,670, and to England, \$10,278,184. The gain or decrease in the several articles will be seen from the above table.

The total imports into British West Africa from Great Britain in 1896 were \$8,875,900, against \$8,574,890 in 1895. The imports from France into British West and East Africa was \$2,001,511 in 1896, against \$2,383,337 in the preceding year. It is to be noted that, although there is a distinction made between British West and British East Africa in calculating the exports to France, in the imports from that country French official statistics combine the two sections, including Mauritius, etc., in the statement of trade. There is no way of estimating the

exact imports into British West Africa from France, but it may be taken for granted that they represent at least half of the total.

The chief articles of import in 1896 were:

Articles.	Great Britain.	France.	Articles.	Great Britain.	France.
Apparel.....	\$224,500	\$67,000	Medicines and perfumery.....	\$51,000	\$24,000
Arms and ammunition.....	150,000	.....	Pickles and sauces.....	42,000	31,000
Bags and sacks (empty).....	93,000	.....	Provisions.....	133,000	72,000
Bread.....	110,000	.....	Salt.....	145,000	.....
Brassware.....	140,000	.....	Silk.....	225,000	28,000
Cotton manufactures.....	4,940,000	501,000	Soap.....	93,000	13,000
Earthenware and glassware.....	100,000	39,000	Spirits.....	161,000	41,000
Hardware and cutlery.....	175,000	.....	Sugar.....	135,000	.....
Iron (wrought and unwrought).....	575,000	.....	Wood, and manufactures of.....	365,000	21,000
Machinery and tools.....	34,000	107,000	Woolen manufactures.....	52,000	172,000
			Wine.....	.....	320,000

Comparing these figures with those for the previous year, an increase in the imports of apparel and cotton manufactures from Great Britain is noted; also in manufactures of wood, iron (wrought and unwrought), and silks. France sent an increased quantity of apparel and of silks; her exports of cotton and woolen manufactures and of machinery largely increased. It should be stated, however, that many of the goods classed as French are not of French origin, but are foreign goods exported through some port of France. Especially is this true of the items which showed the largest increase in imports from France—cotton and woolen manufactures and implements. About one-eighth of the exports from Great Britain to her colonies on the west coast is composed of foreign products, and it is probable that the United States figures largely in this indirect trade, both through English and French ports. With better facilities for communication, we could import directly the rubber, oils, etc., which now come to the United States via Europe, and make an opening for American products, which would doubtless find ready consumption in these colonies.

LIBERIA.

The minister resident and consul-general of the United States, Mr. Heard, sends figures showing that the total trade of the year 1896-97 amounted to \$1,194,266, of which \$505,235 was in imports and \$689,031 in exports. Of the imports \$16,937 came from the United States. The trade of Liberia, says Mr. Heard, was never so prosperous as when it was chiefly in the hands of United States merchants. Holland now leads the United States in imports, having a direct line of steamers to Liberia. The largest quantity of imports come from Germany, which also has direct communication with the country. The United States, he continues, could easily hold the place now occupied by Germany, as American goods are preferred, nine-tenths of the civilized population being of American descent.

Coffee and ginger are the chief products of the country, and owing to the fall in prices of these articles the value of the exports has diminished, although there has been an increase in quantity.

The following tables, showing the commerce by articles and countries, were transmitted by Mr. Heard.

Imports and exports for the fiscal year 1896-97.

IMPORTS.

Articles.	Imports from—			
	England.	Germany.	Holland.	United States.
Cotton goods.....	\$47,677.58	\$65,092.80	\$10,042.66	\$8,096.14
Woolen goods.....	22,567.93	12,021.64	1,090.00	
Hats and caps.....	15,254.16	10,221.72		243.09
Umbrellas.....	1,462.00	254.22	39.36	
Boots and shoes.....	5,388.44	5,230.04	163.94	694.30
Hose and half hose.....	423.34	65.38		21.60
Finery.....	10,439.16	4,088.28	199.28	100.00
Cheese.....	401.82	158.28	20.96	
Mineral waters.....	1,348.78	3,564.16		
Hardware.....	4,891.22	4,058.10	75.50	285.36
Hatterdashery.....	6,380.00	2,433.24		325.36
Medicines.....	903.48	378.58	93.00	1,002.62
Canned goods.....	2,445.22	1,241.47	223.78	
Furniture.....	2,550.60	1,638.26		291.80
Glassware.....	2,150.34	928.42	127.00	395.12
Flour and bread.....	2,956.10	1,598.98	4.27	260.62
Bacon and pork.....	10,477.80	4,961.80		2,220.90
Lard.....	613.20	183.00	30.80	71.73
Butter.....	3,067.20	1,928.80	110.00	98.00
Sugar.....	8,119.44	4,321.60	275.20	705.28
Salt.....				
Rice.....	22,013.00	21,727.00	2,835.00	
Beef.....	4,840.80	1,920.00	280.00	
Hams.....	1,175.50	624.50	135.00	
Tobacco.....	7,867.80	17,944.40	2,061.00	99.80
Dried fish.....	1,096.62	2,350.00	197.04	
Galvanized iron.....	8,041.41	3,586.00	390.72	1,323.00
Tea.....	813.60	352.40	33.60	
Liquors.....	6,568.01	80,836.00	1,020.00	
Miscellaneous.....	3,820.55	9,580.40	1,225.48	490.60

EXPORTS.

Articles.	Exports to—			
	England.	Germany.	Holland.	United States.
Palm oil.....	\$27,156.75	\$21,377.60		
Palm kernels.....	51,088.00	90,250.00	\$20,928.00	
Cane wood.....	Not given.	Not given.		
Ivory.....	4,065.00	5,890.00		
Fiber.....	24,255.50	20,537.76		
Ginger.....	5,428.68	6,283.69	94.00	
Coffee.....	120,967.35	175,865.00	81,001.00	\$13,227.90
Rubber.....	1,180.00	18,900.75		
Mahogany.....	18,556.50			
Cocoa.....	Not given.			
Cahaba beans.....	Not given.			

RECAPITULATION.

Countries.	Imports.	Exports.
England.....	\$188,359.40	\$253,673.78
Germany.....	260,510.45	336,106.80
Holland.....	33,323.65	102,023.00
United States.....	16,937.90	8,227.90
British Colonies and Spanish.....	6,103.90	
Total.....	505,235.90	689,031.48

KONGO FREE STATE.

As noted in the Review of the World's Commerce for last year, the United States has had no consular representative in the Free State since the commencement of 1895, and the present status of its foreign trade can only be arrived at by the aid of foreign publications. British and Belgian statistics are the only ones available, and, taking the same general estimate as to the trade of other countries that was given in Commercial Relations for 1895, the following statement may be made:

Countries.	Imports from Kongo Free State.		Exports to Kongo Free State.	
	1895.	1896.	1895.	1896.
Belgium	\$2, 695, 020	\$2, 719, 560	\$2, 128, 983	\$3, 367, 006
Great Britain	102, 070	63, 090	518, 180	479, 000
All other countries	500, 000	500, 000	500, 000	500, 000
Total	3, 298, 101	3, 282, 650	3, 145, 163	4, 346, 006

It will be seen that the trade with Belgium is increasing, while both the imports from and exports to Great Britain have decreased during the past year. The decrease in exports was chiefly in rubber, and the quantity of cotton goods imported was much less.

Foreign products consumed in the Kongo Free State are principally cotton manufactures, canned goods, cutlery, lumber, metal and brass ware, provisions, salt, and spirits. The exports consist of ivory, palm kernels, palm oil, and rubber, with small quantities of coffee, etc.

A report by the Belgian secretary of state for the Kongo (quoted in Consular Reports No. 198, March, 1897) says that commercial activity has increased sixfold. There are 115 stations, with 684 agents and 12,000 men serving in the colonial force. Improvements have been effected in the navigation of the River Kongo and in the railway, telegraph, and telephone services, and measures taken to prevent trade in firearms and to enforce compulsory vaccination. The State, says the report, in conclusion, is not seeking to conquer fresh territory, but to perfect its internal organization.

ANGOLA.

A British foreign office report gives the following details as to the commerce of Angola:

The value of the imports in 1896 was \$4,050,295, against \$4,965,032 in 1895; the exports amounted to \$5,041,829, against \$5,455,331 in the previous year. The decrease in trade is due to the fall in the price of coffee. There is, unfortunately, no statement of the trade by countries, but it appears that Portugal has the largest proportion. Imports from that country are also increasing. Cotton fabrics are winning the market against British competition. Gray domestics, for instance, all came from Manchester until a few years back; now they all come from Portugal. In checked and striped goods, too, the Portuguese are gaining, as well as in prints and handkerchiefs. Germany and England send gunpowder and Belgium guns. Wine, soap, and most of the tinned goods (which are not of good quality, as a rule) come from Portugal.

Corrugated iron for construction has always a ready sale, the size mostly used being 9 feet by 26 inches. Pitch pine lumber comes from America, and two cargoes yearly are consumed at Loanda. The city will shortly be illuminated by means of gas.

The principal exports, after coffee, are rubber and wax.

The report says:

Up to the present time, no British firm has sent out a representative to this province. There is a fair demand for cane-crushing mills, steam engines, and turbines. A representative of an American firm is out here for the third time within four years and has done good business, and there is no reason why the British manufacturers should not do as well.

The *Deutsche Kolonialzeitung*, Berlin, March 27, 1897, contains a paper by Dr. Esser, from which the following extracts are taken:

Angola is of great importance to Portugal. During the recent financial crisis, the help received from her colonies saved the mother country. Angola has a number of fine harbors, such as Banana, Ambriz, Loanda, Benguella, Mossamedes, Port Alexander, and, best of all, though almost unknown, Tiger Bay. The southern part of the province is apparently a worthless stretch of sand, but the Portuguese have found treasures here in the way of nitrate and guano. The beds of periodical streams are also used for raising crops, with good results. The climate, especially on the table-lands of the interior, is healthful. The roads, thanks to the work of transported convicts, are very good. Many of the latter class have now become respectable citizens.

The interior is covered with dense forests. The *Acacia albidia*, a large tree with a diameter of from 2 to 3 meters, is found in abundance; also other trees of the same family, whose fruits are used for feeding cattle, but whose wood is too soft to be of service. There are numbers of blackwood and gum-arabic producing trees; also the useful *Diapnyros mespiliformis*, besides the pterocarpus, whose wood, when burned, emits such a perfume that its use is the special prerogative of royalty. Sugar cane grows abundantly, and there are whole forests of coffee trees. In the country behind Mossamedes the tree grows wild. Portuguese planters have burned out the original growth for many miles and have proceeded to cultivate coffee. Once planted, no further attention is necessary. Factories have been erected, to which the natives bring the beans, which they cultivate themselves in the woods. They receive a small recompense for each pound. The coffee is not of good quality, but the profits are excellent. Angola has only one railroad, although five are shown on the map. This runs from Loanda to Ambaca, a distance of 32½ kilometers (200 miles). A short line runs from Benguella to the coffee woods.

Slavery is no longer the custom of the country, but the difference is very slight, as the laborers are entirely dependent upon their employers. They are paid at most 30 centimes a day (1 centime = about one-fifth of a cent); that is, 5 or 6 centimes in cash and the remainder in clothing and food. The currency here is also depreciated to three-fifths its ordinary value.

The principal industry of Port Alexander is the salting of fish. The water swarms with them, and, although the most primitive methods are used in catching them, a boat with four men brings back regularly as the result of a day's work from 50 to 80 kilograms (110 to 175 pounds). The coast as far as the eye can see is covered with fish, to be dried and salted with nitrate. The odor on hot days is unbearable. The air is full of birds and of night hyenas, jackals, leopards, and even lions come to steal the fish. The unarmed fishermen are practically helpless.

Thirty kilograms of salted fish are worth 4 marks (about \$1 per 60 pounds). The export from Port Alexander in 1895 amounted to 300,000 marks (\$71,400). Tiger Bay is even richer in this respect, the hundred fishermen who work there having caught 750,000 kilograms (1,653,450 pounds) during 1895. Whales and an excellent oyster bed have been found in the latter place. The great drawback in Port Alexander is the scarcity of drinkable water.

Elephants, giraffes, buffaloes, and zebras are the wild fauna of the country. The natives raise goats and cattle. The Chella Mountains have rich deposits of gold, which are worked by the negroes, the latter, in this locality, being intelligent and progressive.

La *Quinzaine Coloniale*, Paris, March 25, 1897, quotes the following from the *Revue Scientifique*:

The railway line in the Portuguese colony of Angola is one of the longest in West Africa. Since 1894, 260 kilometers (161.55 miles) have been opened, and to-day, it

comprises 363 kilometers (225.55 miles). It starts from Loanda, which, although it has lost much of its former importance, has still no less than 50,000 inhabitants, some 1,200 or 1,500 of whom are Europeans. The end of the line is at Ambaca-Lucalla. The rails are of steel and weigh 20 kilograms (about 44 pounds) a meter. The sleepers are not of metal, but of fir, chemically treated, which prevents the ravages of ants. The average cost of constructing the line, including the interest on the money invested, was 111,110 francs per kilometer (\$21,444 per 0.62137 mile). If the taxes and the difference between the nominal and the issue price of the bonds are taken into consideration, the cost per kilometer amounts to 144,000 francs (\$27,792), which is not excessive when the numerous difficulties in the way of construction are remembered.

The foreign office report above quoted says that there were 54,835 passengers carried during 1896, 1,415,807 pounds of baggage, and 32,414,714 pounds of cargo. The gross receipts of the company in 1896 were about \$200,000. La Quinzaine Coloniale continues:

The question of labor was easily solved. As soon as it was decided to build the railroad the natives came in crowds to offer their services. In 1890, there were 3,000 men employed on the works. The system followed was that which had been successfully practiced in the construction of the railway in the Belgian colony in the Kongo. A number of negroes would undertake a certain section for a price agreed upon beforehand, varying according to the apparent difficulty of digging, etc. When the job was completed, the contractor would pay the specified amount, distributing to each one according to the proportion of work which, in the opinion of the majority, he had performed. A corps of European engineers, mostly French, had charge of the works. The technical instruction of the negroes progressed rapidly during the construction. It may be said that they manage the line at present. The personnel of the telegraph service is composed of natives; in the workshops, carpenters, masons, plasterers, painters, smiths, etc., are negroes who have learned these trades from foreign instructors; they are employed as firemen, etc., on the road.

The locomotives weigh, on an average, 25 tons. The trains make a speed of 20 kilometers (12.42 miles) an hour as far as Oeiras; from there to Delatando, 15 kilometers an hour; and for the rest of the route, 20 kilometers. It formerly took ten or twelve days to go from Loanda to Ambaca. It now takes about twenty-three hours. The line promises to be successful from a financial standpoint, and it is thought that there will be no necessity to have recourse to the guaranties offered by the Government.

WEST COAST OF AFRICA RÉSUMÉ.

Into and from—	Imports.		Exports.	
	1895.	1896.	1895.	1896.
Senegal (partly estimated).....	\$5,765,300	\$6,504,140	\$3,480,200	\$3,712,189
Liberia.....	505,235	600,000	600,000	649,031
Kongo Free State.....	3,145,163	4,346,006	3,298,101	3,282,650
Angola.....	4,965,032	4,050,295	5,455,331	5,041,829
Total.....	14,380,730	15,500,441	12,833,632	12,725,649
British Colonies:				
Gambia ¹	810,075	810,075	1,166,380	1,166,380
Sierra Leone.....	2,079,422	2,407,498	2,302,271	2,385,281
Gold Coast.....	4,630,180	4,423,500	4,410,272	3,849,000
Lagos.....	3,696,750	4,285,000	4,794,800	4,739,700
Niger Protectorate.....	3,000,000	3,649,738	2,300,000	4,103,458
Total British possessions.....	14,217,017	15,576,411	14,973,723	16,244,419
Total West Coast.....	28,597,747	31,076,852	27,807,355	28,970,068

¹ Figures for 1893.

The trade of Great Britain and France with the West Coast of Africa in 1896 was:

	Imports from West Coast.	Exports to West Coast.	Total trade.
Great Britain:			
Foreign West Coast	\$1,740,418	\$4,466,200	\$6,206,618
British colonies	9,978,926	8,875,900	18,854,826
Total	11,719,344	13,342,100	25,061,444
France:			
British colonies	1,325,012	2,001,511	3,326,523
French colonies	4,554,131	6,916,400	11,470,531
Other West Coast	706,957	90,000	796,957
Total	6,586,100	9,007,911	15,594,011

¹ Including the exports to the British colonies on the East Coast.

The following tables show the principal articles imported into and exported from the West Coast of Africa in the trade with Great Britain and France:

Principal exports and imports.

EXPORTS.

Articles.	To Great Britain.	To France.
Rubber	\$4,511,180	\$504,000
Gums	92,000	800,000
Ivory	403,065	61,100
Oil nuts (peanuts)	331,500	3,174,000
Palm oil	5,928,156	1,588,000
Woods	681,000	134,000
Hides and skins	52,000	17,000
Spices (ginger and pepper)	132,928	.....

IMPORTS.

Articles.	From Great Britain.	From France.
Apparel	\$323,700	\$427,000
Arms and ammunition	188,000	80,000
Bags and sacks (empty)	123,000	.....
Brassware	140,000	.....
Cotton manufactures	6,898,680	2,104,600
Earthen and glassware .....	.....	40,800
Hardware and cutlery	194,890	.....
Iron, wrought and unwrought	711,000	69,000
Machinery and tools	54,000	397,000
Medicines and perfumery	51,900	24,000
Pickles and sauces	42,000	31,000
Provisions	274,290	1,221,000
Salt	150,000	.....
Silk	225,000	28,000
Soap	93,000	13,000
Spirits	169,000	241,000
Sugar	143,000	.....
Wood, and manufactures of	401,550	88,000
Woolen manufactures	85,660	173,000
Wine .....	.....	320,000

As already noted, the exports from France to the west coast of Africa consist to a large extent (about 60 per cent) of foreign goods reexported through French ports. A much smaller proportion of foreign goods comes in a like manner via Great Britain.

SOUTH AFRICA.

This division begins at the Nourse River, on the southwest coast, embracing Damaraland and Namaqualand, Cape Colony, Natal, and should end with British Zululand, but for trade reasons is made to embrace the Portuguese colony of Mozambique. Included in South Africa are the interior countries—the Orange Free State, the South African or Transvaal Republic, and Rhodesia, or the country lying north of Cape Colony and south of the Kongo Free State, administered by the British South Africa Company. As a large portion of the trade of these interior countries is conducted through Mozambique (Lourenço Marquez in particular), this colony, which geographically belongs to East Africa, is placed with South Africa, as commerce rather than geography controls the grouping of these divisions, the direction and concentration of trade being the ruling motive in this formation.

CAPE COLONY.

Consul Roberts sends from Cape Town an interesting report on commercial conditions in South Africa, which term, he says, applies in his report to Natal, the Orange Free State, the Transvaal, and Cape Colony. Instead of the tide of immigration having lessened on account of the political troubles, there has been a steady increase. The country is growing, he says, by leaps and bounds, and has enjoyed almost unparalleled prosperity. In 1895, the value of the merchandise imports into Cape Colony was \$64,000,000; in 1896, \$124,000,000. For this latter year, Great Britain has \$79,900,000 of the imports, and after that country the leading competitors for trade are the United States and Germany. Imports from the United States in 1891 amounted to only \$2,099,000; in 1892 they were a little less; in 1893, \$2,929,000; in 1894 the increase was very moderate, considering the growing population. The figures were \$3,078,000. Then, says Mr. Roberts, came two years of unusual prosperity. In 1895, the imports from the United States had risen to the gratifying value of \$6,271,000, but in the following year, there was the most extraordinary rise of all, the figures being \$14,000,000.

It is interesting, says the consul, to place alongside these figures those of the imports from Germany, our greatest competitor for South African trade. There was a time, he continues, when German importations in many branches practically held the field against all comers. Prejudice was all in favor of things "made in Germany." Within the last year, there has been a wonderful change. It would appear that colonial merchants will not purchase German goods if they can procure them from England or the United States at the same price. German trade has made rapid strides, but its increase has been materially checked in the last twelve months. Imports from Germany in 1891 were to the value of \$845,000; in 1892, \$1,124,000; in 1893, \$1,437,000; in 1894, there was an exceptional increase, \$2,427,000; in 1895, \$4,032,000; and in 1896, \$6,173,000, the largest amount yet received from Germany, although the imports did not increase in proportion to those received from the United States.

A comparison of these statistics, says the consul, will reveal at a glance that the United States has outpaced its old rivals in the field, and it is safe to predict that this advance will continue.

Mr. Roberts gives details as to the imports from the United States, from which it will be seen that the chief articles received are bread-stuffs, cotton manufactures, carriages, machinery and engines, mineral

oils, canned beef, tobacco and cigars, and wood. The greatest increase in 1896, over the preceding year, is noticed in breadstuffs (over four times); wheat flour (which rose from \$107,000 to \$920,000); carriages, cars, etc. (from \$155,000 to \$384,000); canned beef (\$155,000 to \$477,000), and unmanufactured wood (\$107,000 to \$229,000). There was also an increase in cotton manufactures, although the import of wearing apparel decreased, as well as that of builders' hardware, of paraffin and sugar. Some \$58,000 worth of bicycles are imported, which item was not mentioned in 1895. The import of vegetable oils, of machinery and engines, and of tobacco has also increased. Consul Roberts predicts that this remarkable gain will continue. A regular line of steamers, he continues, connects the two countries, and they are packed with goods as they arrive from month to month. The new tariff will act favorably toward certain products of the United States; beer, kerosene, and agricultural implements are especially mentioned. United States exporters have a great advantage in freight rates. The cattle plague will necessitate an increased importation of canned meats.

In connection with the development of Cape Colony, an account of the railway to Bulawayo, in Rhodesia, will be found of interest. The following extracts are from an article in the London Times, November 4, 1897:

THE BULAWAYO RAILWAY.

To-day the ceremony takes place at Bulawayo of the opening of a railway that brings Rhodesia definitely within the radius of civilized travel. Less than ten years ago the vast districts of Matabeleland and Mashonaland were known only as the haunts of the savage, the wild beast, and the slave; to-day they are brought within ninety hours of Cape Town and three weeks of London. Ten years ago a still unbroken legend of barbarism concealed from all white men's eyes the condition of Zulu domination over a weaker native race; to-day, in the place of an unexplored black cloud, the Cape Colony looks northward to a country which has become the home of thousands of white settlers, and to which access is made easy for millions more. The prospective value of the country so thrown open is still a question of controversy to which experience alone can put an end. Of its actual value at least this can be said, that it covers an area equal in extent to Central Europe; that, whether it possesses or does not possess gold in the quantities at one time believed, it is without question highly mineralized; it possesses vast areas suitable for pastoral and agricultural development; and it is throughout the greater portion of its extent adapted to white settlement. Accounts of the climate vary, but men of temperate habits who have lived longest in Rhodesia speak most warmly in its praise.

However widely opinions may differ as to the future value of the country, there are not two opinions as to the fact that the construction of a railway connecting Rhodesia with the outer world and bringing its territories into easy touch with the great arteries of civilized intercourse is the most effective of all means of settling the disputed question. The Bechuanaland Railway Company undertook, at its own risk and cost, to perform this service for Rhodesia, and the opening ceremony, at which the principal magnates of South Africa will be present to-day in Bulawayo, celebrates the completion of the task.

The growth of this system has been one of the marvels of the latter half of this century. As Sir David Tennant informed his audience the other evening at the Colonial Institute, there was not a railway in South Africa forty years ago. For a long period after their introduction, railways were confined to the comparatively flat districts near the coast. It is less than twenty years since the first line was carried into the high uplands of the interior. It is less than ten years since the construction was begun of the first section of the railway north from Kimberly of which the Bechuanaland Railway to Matabeleland is a continuation. In the course of this development some remarkable performances in the way of rapid railway construction have been achieved; but of all the railway feats to which the growth of South African traffic has given rise none has been more remarkable in point of time than the construction by the Bechuanaland Railway Company of a line of 579 miles within a period of eighteen months.

It was in 1868 that the idea was first conceived of pushing a railway line northward from Kimberly into the Bechuanaland territory over which a British protectorate had then lately been declared. A survey was made with the sanction of the Imperial Government, and toward the end of 1869 Mr. Rhodes obtained his

charter for the northern territory. Bechuanaland, lying between this territory and the frontier of Cape Colony, included within its boundaries the natural trade route to the north. The southern portion of Bechuanaland formed at that time the Crowu colony of British Bechuanaland. Vryburg was its capital, and the first link in the chain of northern communication was made by connecting Vryburg by rail with Kimberley. British Bechuanaland has since been incorporated with Cape Colony. The railway line to Vryburg has been taken over by the Cape Government, and in 1895 the Bechuanaland Railway Company determined to undertake without delay the continuation of the line from Vryburg to Bulawayo. The survey was made in the last months of 1895, and the first rails were laid in March of 1896. By October in the same year the line had been carried to a point 158 miles north of Mafeking. In March of 1897, 219 miles of the railway were in working order. On July 1 a further distance of 138 miles to Palachwe was opened for traffic. On September 1 another section of 102 miles was opened, and on October 19 the line reached Bulawayo. The total distance constructed since October of last year is 335 miles, or a mile a day for every working day, and the total distance since the continuation of the railway was determined upon in March of last year is 579 miles. The 3 feet 6 inches gauge of the line is uniform with that of the Cape railway system. The weight of the rails is 60 pounds per yard, and the line is laid with steel sleepers. The line was originally intended to be a light line, but its bridges have been built as solidly as the older bridges of the Cape railway system, and the heaviest engines of the Cape Government Railway are at present running over it. The line will soon be completely ballasted and the permanent way will be made equal to that of the Cape railway system. By an agreement entered into last May with the Cape Government the entire working of the line will be carried out by the Cape Government at cost price, thus realizing the same economy for the line as if it formed part of the Government system of the Cape.

Hitherto every object used in Rhodesia, whether great or small, has had to be carried by the expensive means of ox-wagon transport from the nearest railway terminus. By the completion of the line the means of development of the country are now placed on a level with those of other inland territories, and from this time forth, in watching the progress of Rhodesia, there will be no necessity for the allowance which has hitherto been made on account of the tremendous obstacles to be overcome. Mines which are held to contain payable ore must without delay import the necessary machinery, and prove the wealth which up to the present time has been taken on trust. An arrangement with the Cape, under the terms of which Cape produce is to go in over the new railway at the low rate of one-half pence per ton per mile, secures a supply of fairly cheap food. Ease of living and cheap transport may be trusted to attract the superior kinds of white labor, and Johannesburg and Kimberley have shown that black labor, when properly treated, can be obtained and freely utilized for industrial enterprise. The opening of the Bechuanaland Railway line marks a date of so much importance to Rhodesia that the industrial life of the country may without exaggeration be said only to begin to-day.

NATAL.

According to colonial official returns, the imports of Natal in 1896 amounted to \$17,253,600, an increase of some \$5,000,000 as compared with 1895. About \$1,000,000 of the above amount was in specie and bullion, and the total includes goods in transit for the interior. The chief imports were:

Articles.	1896.	1895.
Beer, ale, and cider.....	\$184, 700	\$142, 800
Drugs and chemicals.....	337, 400	287, 300
Apparel.....	1, 270, 000	833, 300
Cabinet and upholstery work.....	313, 770	174, 280
Cotton manufactures.....	368, 630	454, 500
Blankets and sheets.....	139, 140	135, 600
Flour and meal.....	809, 000	398, 800
Haberdashery and millinery.....	1, 449, 300	868, 800
Iron of all kinds.....	779, 980	585, 850
Ironmongery, hardware, and cutlery.....	1, 160, 240	1, 147, 200
Leather, manufactured.....	809, 000	544, 800
Machinery and railway plant.....	580, 810	501, 100
Oilmen's stores.....	300, 310	349, 450
Spirits and wine.....	482, 110	570, 800
Stationery.....	196, 100	166, 840
Wood and timber.....	1, 118, 280	430, 800
Woolen manufactures.....	434, 830	340, 700
Coffee.....	399, 000	245, 300

¹ Not elsewhere specified.

As will be seen from the above, gains were shown in wood, ironmongery, hardware, and cutlery, manufactured leather, flour, apparel, and headwear.

The total exports were valued at \$6,598,930, a gain of over \$200,000 as compared with the figures for 1895. The exports include gold brought into the colony for shipment at Port Natal. Goods in transit, it should be noted, do not appear in the statement of exports, nor does the value of gold brought into the colony for shipment appear in the statement of imports.

The principal exports that showed gains were sheep wool, which was exported to the value of \$2,902,840, an increase of over \$800,000 over 1895; Angora hair, the export of which reached \$116,800, some \$30,000 more than in the previous year; hides, the export of which was \$228,180, with a gain of \$70,000, and coal, \$394,782, a gain of \$90,000. The export of skins remained almost stationary, with a total of \$67,260. Other items of importance in the export trade were: Raw sugar, \$252,380 (a decrease of \$70,000); gold dust and bars, \$785,290; specie, \$591,910.

The trade of Great Britain with Natal was as follows: Exports to Natal, \$16,377,600, nearly twice as much as in the previous year; imports from Natal, \$3,856,680, upward of \$400,000 more than in 1895.

As to economic conditions in Natal, the *Revue du Commerce Extérieur*, Paris, June 5, 1897, publishes a report from the French consul at Durban, from which the following extracts are taken:

It may be of interest to review in a general way the commercial and economic progress of Natal since the port has been connected by railway with Johannesburg—that is to say, since the month of December, 1895.

The maritime importations have increased 136 per cent over the figures for 1895, which exceeded by more than 23,000,000 francs (\$4,400,000) the imports for 1889, which, up to that time, had been the best year for commerce. With rare exceptions, all classes of articles contributed to this satisfactory increase—an increase, moreover, that promises to continue and be permanent, unless the port of Lourenço Marquês receives material alterations and improvements.

The maritime exportations, as well as the various products which enter Natal in transit to and from neighboring countries, especially the Transvaal Republic, also show an increase for 1896. But this progress is almost entirely due to the movement of goods in transit. Nearly all the native products of the colony and of the neighboring countries, such as sugar, tea, fruits, tan bark, skins, and leather, show a noticeable decrease in exports for the year 1896; but these losses, which are due to various causes, such as the cattle plague in the other countries, and the invasion of locusts, which has been worse in Natal this year than ever, have been compensated for by the increase in coal, molasses, and wools. French commerce with Natal is growing in a steady and satisfactory manner.

The number of vessels entering the port of Durban in 1896 was 740, of 1,071,196 tons, against 540, of 788,495 tons, in 1895. The merchandise carried rose from 210,191 tons in 1895 to 539,696 tons during the past year. There have been carried 9,795 white passengers, 4,474 Indian immigrants, and 892 negroes, Chinese, and Malays.

It is not necessary to add that the public finances of Natal have profited by the favorable condition of commerce. The net receipts of the railways have risen from 6,193,425 francs (\$1,195,331) to 17,855,600 francs (\$3,456,130) in 1896, and the customs receipts have increased from 4,875,725 francs (\$941,014) to 11,676,250 francs (\$2,252,516).

The annexation of Zululand to Natal during the past year should be noted. The *London Times*, December 20, 1897, says:

The annexation bill which has just passed through the parliament of Natal provides for the incorporation of Zululand with Natal, and the assent of the Imperial Government will render the annexation formally operative as soon as the letters patent annexing the territory of Amatongaland to Zululand, which are already on their way, shall have been received and proclaimed in the colony. By this preliminary measure the territory of Zululand which will be added to Natal will extend to the Portuguese frontier upon the eastern coast, and the colony of Natal, when the annexation of Zululand has been carried out, will cover the whole territory lying between the eastern borders of Cape Colony and the southern frontiers of Portuguese East Africa.

MOZAMBIQUE.

A foreign office report on the commerce of Lourenço Marquez gives the commerce for 1896 as follows:

Origin.	Import.	Transit.	Export.	Reexport.
Portugal.....	\$457,355	\$7,193	\$43,376	.....
Foreign.....	2,591,950	7,439,114	.....	\$41,901
Total.....	3,049,305	7,446,307	43,375	41,901

There are, unfortunately, no statistics covering Mozambique and Quilimane for 1896, and the table given in Review of the World's Commerce for last year is reprinted, for the purpose of giving a more comprehensive view of the trade:

Imports into the colony of Mozambique.

Districts.	Imports for consumption.		Imports in transit.	
	1894.	1895.	1894.	1895.
Mozambique.....	\$530,200	\$486,650	.....	.....
Lourenço Marquez.....	1,216,456	1,436,443	\$2,562,752	\$3,256,327
Quilimane.....	523,188	459,800	.....	.....
Total imports.....	2,269,844	2,382,893	2,562,752	3,256,327

Exports from the colony of Mozambique.

Districts.	Exports of colonial produce.		Exports in transit.	
	1894.	1895.	1894.	1895.
Mozambique.....	\$210,076	\$243,325	.....	.....
Lourenço Marquez.....	248,910	137,300	.....	\$31,30
Quilimane.....	434,020	391,900	.....	.....
Total exports.....	893,006	772,525	.....	31,30

It will be seen from the above that the imports into Lourenço Marquez, the most important port of the colony, increased from \$1,436,443 in 1895 to \$3,049,305 in 1896 for imports for consumption; and for imports in transit, from \$2,562,752 in 1895 to \$7,446,297 in 1896. The trade consisting to a great extent of transit imports for the Transvaal, the returns of that country throw light on the relative importance of Lourenço Marquez. It appears that while trade via Cape Colony with the Transvaal has increased 16 per cent, that by Natal shows a gain of 205 per cent, and that by Lourenço Marquez of 113 per cent, as compared with 1895. The British report speaks of the prevalent disregard of agriculture in South Africa. The gold fever, it says, seems to drain the earth not only of precious metals, but of much of that necessary labor on the surface which yields returns so vital to mankind. Much of the food stuffs is imported. In Swaziland, however, where the natives own the land, plows are often used. They come chiefly from the United

States, which is also competing vigorously in many articles of wood-work, such as desks, tables, etc., for general use in the Transvaal. Unmanufactured lumber is largely imported from Oregon. In lamps, Germany and the United States seem to have adapted their goods to their customers more readily than the British producer. The articles are of lighter framework with stronger burners, and are more attractive in appearance, as well as cheaper, than the English make. The report mentions that one of the advantages that German imports have over British goods is that they are delivered from the factory doors in the interior of Germany to the customer in South Africa upon a prefixed through tariff, covering all transport charges upon the whole journey. Under this system, the selling prices of German goods abroad can be readily obtained and grasped by both producer and consumer.

The *Revue du Commerce Extérieur*, Paris, August 7, 1897, says:

The increased commercial movement of Lourenço Marquez during the last year is due in part to the development of the railway. The imports of merchandise destined for the Transvaal still represent the bulk of the trade. The total value of the commerce in 1896 was over 50,000,000 francs (\$10,000,000), more than twice that of 1895. About one-fourth of the trade was with Portugal, a marked increase over that of the preceding year. The import of chemical products (\$500,000 worth) was twelve times that of 1895. Ready-made clothing also constitutes an important item, the better qualities coming from England and the cheaper ones from Germany and Belgium. The natives of South Africa buy this class of goods largely. The population of the port at the end of 1896 consisted of 3,692 inhabitants, of whom 1,544 were Europeans, 764 Asiatics, and 1,384 natives.

The *Moniteur Officiel du Commerce*, Paris, June 3, 1897, publishes the following additional details:

The amount of money invested in real estate during the past year shows the progress made by the city. Over £150,000 (\$729,975) has been spent in this way, and prices have advanced in a surprising manner. Land in the center of the city sells for from £10 to £20 (\$48 to \$96) per square meter (10.76 square feet). The total receipts of the railroad for 1896 were £148,350 (\$721,945), an increase of £66,171 over 1895; 159,000 tons of merchandise were carried, against 88,000 tons in the preceding year. The length of the line is 55.3 miles. Lourenço Marquez is only 390 miles from Johannesburg, while the Cape is 1,060 miles distant from the same city. The location of Lourenço Marquez and the excellence of its harbor can not fail to promote its development.

The *Deutsche Kolonialzeitung*, Berlin, March 20, 1897, has the following from a correspondent in Chinde:

It may be of interest to your readers to know that there is a large sugar plantation in Zambesi under Portuguese management. It has been established some four years, and is equipped with the best machinery. It includes 500 hectares (1,235 acres), is provided with canals and drains, and has now a promising crop. In 1893, there was a product of 600 tons of sugar; in 1894, 800 tons. The grasshoppers caused a failure of the crop in 1895, but in 1896, the first year in which steam plows were used, 1,300 tons were produced (of which 300 tons were used in distilling rum). This is the limit of the capacity of the refinery, while the canes are capable of yielding twice or three times as much. Large additions are now being made, and are expected to be finished by the 1st of June, the beginning of the season. The establishment will then be able to supply 2,500 tons of sugar and from 30,000 to 40,000 decaliters (in round numbers, 92,000 gal.) of rum annually. The sugar finds a good market in Lisbon, since it has been exempted from half of the customs duty on entering Portugal. The rum is sold on the East Coast and in the Transvaal, and since, according to agreement, imports from Mozambique are allowed to enter free of duty, the company has an advantage here also. The port of Chinde is in direct communication with the plantation, and the latter is sure to develop to a remarkable degree.

SOUTH AFRICAN REPUBLIC.

The *Revue du Commerce Extérieur*, Paris, in its editions of June 19 and July 3, 1897, has an article from the French consul at Pretoria on the commercial condition of the South African Republic. The article says, in part:

In spite of all the difficulties and disasters of 1896, the Republic continues to enjoy the era of prosperity which the discovery of the gold mines inaugurated. Neither the Johannesburg troubles, nor the bovine plague (which is still destroying the cattle), nor the poor harvests have seriously injured commerce or interrupted industry in 1896. The value of the imports during this year was 352,000,000 francs (\$67,936,000), or 107,000,000 francs more than during the preceding year, which, in turn, was more than 84,000,000 francs in excess of that for 1894. Most of the imports (200,000,000 francs) came through Cape Colony, thanks to the regular lines of steamers and the enterprising spirit of the commercial houses of Port Elizabeth and East London. Nearly 50,000,000 francs (\$9,650,000) of this amount was for products of Cape Colony. About 75,000,000 francs (\$14,475,000) came through Natal, one-half of this representing the special commerce. The chief articles of import were (in round numbers):

Articles.	Value.		Articles.	Value.	
	Francs.			Francs.	
Steel	2,600,000	\$501,800	Chemicals and drugs....	6,000,000	\$1,158,000
Animals	18,000,000	3,474,000	Tobacco	3,000,000	579,000
Butter	3,000,000	579,000	Clothing	25,000,000	4,825,000
Jewelry and objects of art	11,000,000	2,123,000	Hats	1,500,000	289,500
Wood	15,000,000	2,895,000	Leather and articles of	11,000,000	2,123,000
Coffee	3,000,000	579,000	Groceries	6,500,000	1,254,500
Wagons and carriages	6,000,000	1,158,000	Cotton and linen goods	8,000,000	1,544,000
Bicycles	2,000,000	386,000	Wool goods	5,000,000	965,000
Cereals and flour	27,000,000	5,211,000	Iron and articles of	23,000,000	4,439,000
Oils	2,400,000	463,200	Railway materials	15,800,000	2,779,400
Machinery	55,000,000	10,615,000	Spirits	9,000,000	1,737,000
Furniture	9,000,000	1,737,000	Sugar	4,000,000	772,000
Petroleum	1,000,000	193,000	Wines	4,000,000	772,000

The administration of the customs of the South African Republic does not publish an account of the exports. According to statistics furnished by the railway companies, the principal articles exported were coal, minerals, and skins.

GERMAN COMMERCE IN THE TRANSVAAL.

An article published in a German paper and translated into French in the *Revue du Commerce Extérieur*, Paris, June 5, 1897, says:

Since the foundation of the Boer Republic, the Germans have had successful commercial relations with the country, but this prosperity is capable of much greater development. Efforts will be well repaid, for the Transvaal has no large industries and is consequently dependent upon importation to satisfy the needs of a population which, on account of the immigration toward the gold mines, is constantly increasing. Until recently, the Republic imported only through the ports of Cape Colony and the commerce was in the hands of English firms. These traditions have been broken, and a number of colonists from both Germany and Holland have emigrated to the country. The adoption by England of a tariff on German merchandise in the ports of Natal and Cape Colony and the construction of the railway in the Transvaal attracted German imports to Pretoria and Johannesburg. Perseverance and a knowledge of the conditions of the market are necessary. It is a mistake to think that the Boers have any special friendship for the Germans on account of the similarity of race. This may be true in isolated cases, but, as a general rule, the Boer treats every one who is not a Boer or an African as an "uitlander," or stranger. If German exporters become acquainted with the needs of the country, they have a fair chance to share the commerce with England and America.

The principal articles which are of daily use in the Transvaal are: Calico tissues (white and colored), ticking, flannels, cotton and woolen covers, cotton comforts, house linen, canvas for sails, etc.; large and small iron wire, metal trellis, ropes,

and brushes; all sorts of preserved fruits, comestibles of milk, etc. (nine-tenths of these must be imported); chocolate, cacao, bonbons, sweetmeats, and confectionery of all sorts; butter, margarin, cheese, liqueurs, beer, and cigars; perfumery and soaps, Swedish matches, candles of stearin, chemical products, medicines, alcohol, furniture, instruments of iron, zinc, and tin, and works in stucco; machines of all sorts; bicycles, construction materials, etc.; papers of all sorts, books, ledgers, inks, pencils, etc.; carriages, from the heavy Boer cart to the most elegant conveyance.

The Government of Germany should not delay in lending assistance to trade with the Transvaal. It is well known that the agent sent by Germany to the Chicago Exposition succeeded in forming business relations between some eight hundred German and American houses. The same method should be adopted in the Transvaal. Norway and Sweden have already made this experiment with success. The agent should have a good technical education and understand various branches of trade. He should be assisted by a chamber of commerce which would furnish information in regard to weights and measures, methods of packing, color of merchandise, reliability of firms, and the needs of the trade.

A FRENCH VIEW OF INDUSTRIAL CONDITIONS.

The *Journal des Débats*, Paris, May 29, 1897, has an article on the industrial condition of the Transvaal, in which lengthy quotations are made from a report by Mr. Klimke, of the department of mines, Pretoria. The following paragraphs are taken from his report:

The gold and coal industries, the only ones worthy of mention, covered in 1896 230,800 hectares (577,000 acres). Part of this territory has not enough gold to be remunerative; but only a relatively small part of the mines has been worked. Last year 4,803,033 tons of ore were extracted, with a little less than an average of half an ounce of fine gold to the ton. This is somewhat inferior to that of preceding years, but it must not be concluded in consequence that veins become poorer in proportion to the depth. It has been proven that in the deepest beds (a depth of over 2,000 feet has been reached) that the variations in the quantity found were purely local. The success of the deep-level mines depends wholly upon economical administration and well-organized working.

Aside from the extraction of the quartz for the mills, the work of developing the mines has included during 1896 the opening of over 500,000 feet of gallery and the sinking of over 2,000 feet in shafts. Nine thousand white men and 64,000 negroes were employed. The machinery represented a force of 138,088 horsepower. The value of this machinery was estimated last year at 133,500,000 francs (\$25,765,500), an increase of 21.6 per cent over 1895.

The number of gold mines in which operations were carried on during the whole or a part of 1896 was 185, including 22 deep levels. Of this number, 119 (of which 6 were deep levels) produced gold ore; the others were only in the first stages of development. Seventy-five mines, including 3 deep levels, produced gold.

There are 15 companies for mining coal. The total product in 1896 was 1,500,000 tons, worth 15,312,500 francs (\$2,955,312). The gold mines consumed most of this product. At the end of last year all the gold and coal mines in the Transvaal represented a nominal capital of over 1,433,000,000 francs (\$276,569,000). Of this amount only 37 per cent was actually invested in the mines.

The production of gold in the Transvaal amounted in 1896 to 215,085,525 francs (\$41,521,506)—a figure approaching that of Australia. Dividends approximating 43,750,000 francs (\$8,743,750) were paid by 25 gold and 2 coal mines, against 62,500,000 francs in 1895.

The treasury received from the gold-bearing districts in 1896 57,000,000 francs (\$11,001,000). Over one-third of this amount came directly from the mines in licenses, taxes, etc. The customs receipts on articles imported into these districts amounted to some 20,000,000 francs. The dynamite monopoly and the railroad receipts must not be omitted. The Government received from the first during the year 1,600,000 francs (\$318,000), and from the railroads 8,000,000 francs (\$1,544,000). Of course the total profits of the railroads did not come from the mines; but the contribution of the mining industry to the general treasury can be calculated at about 48 per cent.

Mr. Klimke calls attention to the fact that in such towns as Johannesburg, Barbeton, and other centers of the gold-bearing districts there is a large population which does not derive its support directly from the mines. From statistics it is found that not less than 38,000,000 francs (\$7,334,000) worth of cloth was imported, 56,000 gallons of spirits, and more than 1,000,000 pounds of confectionery.

The freight rates on the railroads have been decreased since the second half of 1896. It now costs 3d. (6 cents) to send a ton of coal 11 miles; 11s. 2d. (\$2.76) for 100 miles, and 28s. 7d. (\$6.20) for 500 miles. During the year 968,000 tons were

carried, and the railway received in freight charges on the coal some 9,000,000 francs (\$1,737,000).

A monopoly of explosives has existed for some years in the Transvaal, and will last about ten years longer. It was created in order that the dynamite necessary for use in the mines might be of home manufacture, so as to make the chief industry independent of foreign aid. The company, which is composed of French, English, and German capital, has constructed a factory which cost 15,000,000 francs (\$2,895,000), and which should produce 200,000 cases of dynamite annually. The high price of labor in the country prevents the factory from competing with foreign manufactures, and a protective tariff has been passed in its favor. A box of dynamite costs 106 francs (\$20), while at Cape Colony, Kimberley, etc., where dynamite enters free, the cost is 81 francs (\$15).

Mr. Klimko says that the profits of the mines could be much increased with better management. The dynamite, although expensive, is used wastefully; in one year 7,500,000 francs (\$1,447,500) could be saved in this item alone. There is also a chance to economize in coal without impeding the work. The wages paid to employees are exorbitant, amounting last year to 137,000,000 francs (\$28,441,000), of which 75,725,000 francs were paid to white men and 61,275,000 francs to negroes. Reduction in this line could be effected by the substitution of piecework for day work.

A commission has been appointed by the Government to study the industrial situation, with a view to carrying out projected reforms.

PROPOSED RAILWAY.

Consul Stephan, of Annaberg, Germany, writes, under date of November 2, 1897:*

According to newspaper reports, the Transvaal Government has appropriated about \$14,600 for preliminary work upon a proposed railway between Pretoria and Rustenburg. The new line is contemplated to diverge from the Pietersburg line near Daspoort and thence run along the Mogatiesberg range to the capital.

ORANGE FREE STATE.

As the exports and imports pass through Cape Colony and Natal, and are included in the returns for these colonies, it is difficult to estimate the value of the commerce. A report from Consular Agent Landgraf, of Bloemfontein, in a report quoted in the Review of the World's Commerce for last year, gives the imports for 1893 as \$3,577,615. According to the Statesman's Year Book, 1897, the imports had increased in 1895 to \$4,502,115, of which \$3,290,000 was from Cape Colony, \$821,300 from Natal and the South African Republic, and \$393,000 from Basutoland. The exports in 1895 were estimated at \$7,267,700, of which \$2,427,000 went to Cape Colony, and \$4,529,500 to the South African Republic. The following table, showing the character and value of the imports in 1893 and 1892, is reprinted from Mr. Landgraf's report:

Articles.	1892.	1893.	Articles.	1892.	1893.
Agricultural implements.	\$60,410	\$87,000	Drapery, millinery, etc.	\$680,451	\$600,770
Alc and beer	30,295	31,720	Hats	30,320	27,380
Apparel and slops	303,005	262,490	Ironmongery, etc.	268,050	217,205
Butter	1,310	2,935	Corrugated iron	89,910	80,805
Candles	23,110	17,450	Saddlery and harness	48,950	39,735
Carriages, carts, etc.	8,820	5,975	Soap	27,920	27,110
Coffee	222,300	235,780	Spirits	48,925	35,235
Corn, grain, and flour	21,120	11,675	Stationery	50,500	36,135
Cotton manufactures	294,180	292,425	Wood	159,995	148,065
Drugs, chemicals, etc.	35,960	48,680	All other articles	1,302,040	1,149,280
Dynamite	51,610	74,880			
Earthenware, etc.	35,860	32,055			
Furniture	98,820	103,040	Total	3,904,751	3,577,615

* Consular Reports, 208, January, 1898.

The imports being received through the British coast colonies, no record is kept of their origin, but the consular agent says that it may be assumed that the greater portion of the agricultural implements is of American manufacture. In like manner the exports of the Republic are credited abroad to Cape Colony and Natal. "It is a fact," says Mr. Landgraf, "that of the wool sold annually in the London market as 'Cape Colony and Natal wools,' 120,000 bales are the product of the Orange Free State, and the wool is of better quality than that of Cape Colony." Hides, ostrich feathers, and diamonds are also largely exported. The production of diamonds, which has steadily increased for years, was valued in 1894 at \$2,080,000. The capital, Bloemfontein, is connected with the South African Republic by rail (209 miles), and with the Orange River (121 miles).

In a previous report, Mr. Landgraf says that most of the trade of the Orange Free State is in the hands of the English and Germans, but that 50 per cent of the rough imports bears American trade marks.

EAST COAST OF AFRICA.

The commerce of the East Coast, although still relatively small, is developing. The regular trade is through ports of Madagascar, Zanzibar, Réunion, and Mauritius, the first and third named being French colonies, while Mauritius is a British colony and Zanzibar a British protectorate. Mozambique, for commercial reasons, is classed with South Africa.

MADAGASCAR.

United States Consul Wetter notes an unprecedented increase in the imports of Tamatave, although the exports are decreasing. The value of the imports into Madagascar in 1896 was \$2,862,975, the great bulk coming from France, England, the United States, and Germany. The exports amounted to \$1,156,368, the majority going to France, England, and Germany. A small quantity went to the United States. The fact that France, in spite of favoring tariffs, does not control the trade (except in official supplies) is being kept out of sight as much as possible. A large proportion of the rubber, raffia, hides, and wax shipped to London goes via French ports and is credited to France. All exports to the United States are sent via Marseilles or London, and are credited to France or England. The trade in United States cottons, says the consul, is the one showing the most activity. A clever French imitation has been introduced; but although French goods are admitted free and there is a 10 per cent ad valorem duty on this class of goods from the United States, the latter are holding their own. No petroleum has come direct from the United States during the last fiscal year, but some 4,500 cases of American origin have come from Mauritius. "This is the more remarkable," continues the consul, "because of the fact that for over six months this oil has been commanding from \$3.84 to \$4.31 per case of 10 gallons." The consumption tax of 2 cents per kilo (2.2046 pounds), together with stringent local regulations as to landing, has tended to stifle the trade and force up prices. There is a small but steady import of Russian oil on the West Coast.

The total value of imports from the United States was \$745,334, against \$684,432 in 1895-96. The exports to the United States were \$26,212, against \$36,437 for the preceding year. A statement of the

imports is as follows: Drillings, \$3,542; sheetings, \$689,244; shirtings, \$52,415; sundries (implements, medicines, etc.), \$32. "The increase in imports," continues the consul, "has been gained in the face of a practical curtailment of the major part of the importations through one United States house, owing to the death of the head member and the consequent liquidation."

According to a dispatch from Mr. Henry Vignaud, secretary of the United States embassy at Paris,* the French general tariff has been made applicable to Madagascar, but special rates have been fixed for the entrance of certain articles. "By these exceptions," says Mr. Vignaud, "United States articles pay much less than when imported into France; for instance, common woods are free; petroleum pays only 57.9 cents per 100 kilograms (220.46 pounds); cotton goods of all sorts and wood for cabinet making are also given the advantage of a lower rate."

In a letter dated October 18, 1897, in answer to inquiries by a New York firm in regard to the butter trade, Consul Wetter says that invoices for Madagascar must be drawn up with the greatest care. The gross weight of each package in kilograms must be stated in writing, as well as the contents of the package. The net weight and value of the case and of the packing, the net weight of the inclosing tins, and of the butter therein, must all be stated in kilograms and francs. He adds that since duties are assessed on each component article (including packing) in a shipment, according to weight and tariff charges, it would be well to mark the cases plainly with these details, which must correspond to those in the invoice. Errors, even if immaterial, the consul says, are liable to heavy fine.

GERMAN EAST AFRICA.

The United States consul at Annaberg, Germany, Mr. Stephan, sends a report in regard to the trade requirements of the German East African colonies. A large portion of the trade is in the hands of the English, and the United States has a fair share, although most of it is done through English commission houses. The consul thinks that United States trade should not only be increased materially, but should also be done directly. "The field," he says, "is a large one and the country is new. It therefore deserves the full attention of our exporting manufacturers. Even the smallest order should not be ignored. A \$100 order this year may mean one for \$100,000 in five years. The country is capable of great development. The most beneficial commerce, says Sir Richard Torrens, is that carried on between a country possessing manufacturing superiority and a new country having extensive tracts of fertile and unoccupied land."

Consul Stephan gives valuable details as to the class of cotton and woolen goods, etc., imported into the country. Unbleached sheetings come from the United States to the value of \$59,000 a year. They are brought in sailing vessels. Dark-blue dyed stuffs are imported to the value of \$293,000, almost entirely from India. The import of shawls (cotton) amounts to \$169,000 a year; of Muscat cloths (chiefly from India, imitations from England, Holland, and Switzerland), to \$85,000; red wool caps, \$12,000; butter, \$4,800; cement (from England and Germany), \$14,000; wood and manufactures of, about \$40,000; wheat flour (from India), \$51,000; steel and iron rails and pipes, \$35,000; corrugated galvanized iron, \$21,000; copper and brass wire, \$11,000; enameled tinware (Germany and Belgium), \$24,000; petroleum (United

* See Consular Reports No. 206 (Nov., 1897), p. 446.

States and Russia), \$58,000; salt, \$22,000; sugar, \$41,000; beer, \$69,900; conserved meats and fish (Germany, England, and the United States), \$48,500; fruit preserves (Germany and Mexico), \$14,000; spirituous liquors (Germany, England, and France), \$48,500; wine (Germany and France), \$110,000.

"Tar soap," says Consul Stephan, "comes by sailing vessels exclusively from the United States via Zanzibar. Of late England has begun to introduce an inferior quality. The total value of annual imports of all kinds of soap is \$41,000."

ZANZIBAR.

According to a British foreign office report, the commerce of Zanzibar in 1896 was divided as follows: Imports, \$6,199,000, against \$6,294,000 in 1895; exports, \$5,631,700, against \$5,838,000 in the preceding year. The trade with the principal countries in 1896 was:

Countries.	Imports.	Exports.
Great Britain.....	\$575,586	\$627,907
British India.....	1,873,709	577,071
Islands of Zanzibar and Pemba.....	652,848	327,680
German East Africa.....	985,671	2,009,570
Germany.....	313,941	202,404
United States.....	442,138	137,810
Holland.....	346,571	5,156
Madagascar, Mauritius, and Comoro.....	204,222	462,793
British East Africa.....	218,777	543,057
Benadir ports.....	162,484	197,379
France.....	83,570	380,324

British India, it will be seen, stands first in value of goods imported, although there is a decrease of over \$500,000 as compared with 1895, mainly in rice and specie.

In imports from Europe, Great Britain stands first, with an increase of over \$90,000 as compared with the previous year, the gains being in coal, piece goods, and groceries. Holland comes next in order, with a gain of \$70,000, principally in piece goods, woolen materials, and cotton. Germany is third, and here a decrease is shown in the value of goods imported to Zanzibar of some \$25,000. The principal decreases are in groceries and hardware, although a gain in piece goods is noted. The imports from France have diminished somewhat as compared with the previous year, the chief items being wine and specie. Imports from the United States show a gain of \$177,900, cotton, piece goods, and petroleum being the principal articles.

Piece goods constitute by far the most important item of import. Under this heading come "kangas," or printed handkerchiefs, in which Germany practically holds the monopoly. Those made in England are machine printed, and are more expensive than the German ones, which are block printed. Of gray cotton sheetings, those which are most popular come from the United States, and are imported in consignments of at least 1,000 bales at a time. The cloths imported from America are of a superior quality to those of the same price sent from Manchester, being free from sizing, which materially affects the sale of this article. American gray cotton drills are also in demand. White shirtings, loin cloths, Muscat scarfs, white drill, Khaki drill, Khaki flannel and flannelette, cricketing flannels, tweeds, canvas, and Turkey red twills are imported from Great Britain, and gunny bags and indigo dyed cottons from India.

Hosiery of all kinds comes from England and Germany, and shoes from England. There is a small business done in Swiss watches, American clocks, and English and German cutlery. Biscuits, hams and bacon, oils, paints, glassware, and axes come from England. Wines are imported from France, beer from Germany and England, and flour from Trieste. Soap comes from Germany, and kerosene (in large consignments) from America.

The report urges the establishment of a direct service of English steamers to East Africa. The Austrian Lloyd, says the writer, has started, as an experiment, a line from Aden to Zanzibar, calling at Mombasa. Austria supplies a considerable amount of goods (notably the red caps worn by Moslems the world over), which have hitherto come from Hamburg. Zanzibar is becoming more and more the chief center of commerce in East Africa, both for the transshipment of supplies to the coast and interior and also to the southern ports.

The principal articles of native produce exported from Zanzibar are cloves, ivory, copra, and rubber. The value of the export of these items in 1895 and 1896 was:

Articles.	1896.	1895.
Cloves	\$495, 939	\$787, 600
Ivory	617, 750	583, 500
Copra	314, 938	.....
Rubber	85, 400	280, 100

The export of cloves, says the British consul, is decreasing, and the present year's crop will be probably less. This is due in part to the neglect of the crops and to the scarcity of labor.

The *Moniteur Officiel du Commerce*, Paris, August 19, 1897, says:

The export of copra, or coconut kernels dried in the sun, amounts to 5,500 tons yearly. Nearly all of it goes to Marseilles, and is used in the preparation of soap. The price fluctuates. In 1895, it was 33 francs (\$6.36) per quintal (220.46 pounds), delivered at Marseilles; in 1896, the price was about the same; several years ago it was over 40 francs (\$7.70). The yield of oil is from 55 to 60 per cent, according to the quality of the product and the degree of perfection of the machinery used. The oil is in a liquid state in Zanzibar, but becomes solidified in the temperature of Europe, and can be used only for soap.

Cloves come from Zanzibar and Pemba. The largest quantity comes from the latter island, but it is steadily decreasing. As soon as they are taken from the tree they are sun dried and sent to the town of Zanzibar, paying a tax of 25 per cent on entering. All the cloves must pass through the town, and the receipts from this source constitute the principal source of revenue. The chief ports to which cloves are exported are London, Genoa, Hamburg, Marseilles, Trieste, New York, and Bombay. The price, when delivered in Europe, varies from 45 to 50 francs (\$8.60 to \$9.60).

MAURITIUS.

The total value of imports in 1896, according to United States Consul Campbell, was \$7,534,000, nearly \$6,000,000 coming from Great Britain and British possessions. The total exports amounted to \$7,914,000, of which \$65,000 went to Great Britain, \$6,627,000 to British possessions, and \$1,220,000 to foreign countries. The principal import from the United States is petroleum, and the chief export to that country is sugar. In 1896, 19,250 cases of petroleum were imported, and up to November, 1897, 19,500 cases were landed. Codfish and herring have also come from the United States. In 1896, the shipments of sugar to that country amounted to \$759,656, and for 1897, up to November, they amounted

to \$381,836. France supplies the colony with leather goods, and also with the finer qualities of silks, woollens, and cottons; the heavy grades of cotton goods come from England. Machinery in use on the plantations is nearly all of English manufacture, as well as the locomotives on the railroads. There are a few Cleveland bicycles in use, says the consul, but they are being superseded by French and English makes. The Singer sewing machines, however, hold their own. The tools and mechanical appliances in use are of a primitive order. The difference between the American and European systems of trading, the long credits and easy terms granted by the latter, influence trade. Although Mauritius is far from commercial centers, and although the market is necessarily limited, German, French, and English agents find it worth while to visit the island regularly and study the requirements of the market.

Mr. Campbell speaks of the depression in the sugar industry, and says that efforts have been made to induce the planters to try other crops. The land is adapted to the cultivation of tea and of Rhea fiber.

RÉUNION.

The only statistics available in regard to the trade of Réunion in 1896 are from British and French sources. They are the following:

From and to—	Imports.	Exports.
France.....	\$2,712,327	\$4,031,577
Great Britain.....	36,900	.....
Total.....	2,749,227	4,031,577

Of the imports from Great Britain cottons represented about \$10,000, and soap nearly the same amount. The imports from France included \$2,025,800 of French goods, the remainder being of foreign origin transhipped from French ports. Of cotton goods, which was one of the principal items of import from France, more than two-thirds was not of French origin, but was sent via France. About one half of the tools sent were French. Of the exports to France, \$3,351,252 was for local consumption.

RECAPITULATION FOR ALL AFRICA.

Official returns of Great Britain, France, Germany, Belgium, and the United States show the imports from and exports to the several colonies and countries of Africa in 1895 and 1896 as follows:

GREAT BRITAIN.

Countries.	Imports from Africa.		Exports to Africa.	
	1895.	1896.	1895.	1896.
French possessions:				
Algeria.....	\$2,673,195	\$2,279,700	\$1,303,643	\$1,017,300
West Africa.....	1,080,500	988,720	1,500,100	1,728,880
East Africa.....	.....	1,410	21,000	2,220
Réunion.....	35	.....	22,400	36,900
Total French possessions.....	3,753,725	3,169,830	2,849,143	2,785,300

GREAT BRITAIN—Continued.

Countries.	Imports from Africa.		Exports to Africa.	
	1895.	1896.	1895.	1896.
Portuguese possessions:				
Madeira	\$277,300	\$281,900	\$507,900	\$491,800
West Africa	432,600	164,900	2,040,300	2,015,700
East Africa	235,100	520,450	3,132,700	5,223,330
Total Portuguese possessions	945,000	967,250	5,680,900	7,730,830
Spanish possessions:				
Canary Islands	1,995,561	2,477,430	2,054,318	2,190,652
North Africa			214,900	213,400
Fernando Po	4,866	1,890	74,200	73,120
Total Spanish possessions	2,000,427	2,479,320	2,343,418	2,462,172
Egypt	46,346,217	35,319,000	16,616,937	18,508,700
Tripoli	1,119,200	846,855	364,300	561,330
Tunis	352,200	300,000	1,501,300	760,000
Morocco	1,501,300	1,418,890	3,727,000	3,787,080
Kongo Free State	102,470	63,090	516,180	479,000
West Coast, not specified	260,900	199,510	335,500	290,470
Madagascar	678,400	449,700	340,000	726,890
Total foreign States	57,061,839	38,597,043	34,275,278	25,113,460
British possessions:				
West Coast—				
Gambia	180,600	244,560	183,000	231,260
Sierra Leone	1,070,800	1,172,160	1,309,800	1,958,837
Gold Coast	1,918,800	1,758,840	2,295,100	2,439,100
Lagos	5,034,000	6,107,600	2,038,000	2,731,900
Niger Protectorate	2,087,320	1,527,090	2,689,193	3,796,572
Ascension	640	420	13,300	16,640
St. Helena	600	1,230	95,700	90,800
South Africa—				
Cape Colony	46,048,418	1,21,077,140	47,045,912	55,967,000
Natal	3,487,462	3,856,680	8,425,965	10,377,610
East Coast—				
Zanzibar and Pemba	1,095,500	783,340	315,500	410,860
Other possessions	13,200	14,370	168,500	822,030
Mauritius	480,000	328,060	1,272,000	1,589,240
Total British possessions	61,417,340	37,471,480	66,211,970	86,431,849
Total trade with Africa	118,479,179	82,684,933	100,487,248	134,543,611

FRANCE.

French possessions:				
Algeria	\$48,885,580	\$37,990,130	\$42,960,700	\$42,035,600
Senegal, etc.	3,636,700	4,552,129	5,927,800	12,681,430
Réunion	3,520,000	4,031,648	1,722,500	3,211,485
Madagascar, Mayotte, etc.	818,400	815,000	2,405,600	1,548,749
Tunis	6,682,700	5,038,979	7,049,300	7,917,215
Total French possessions	63,549,380	52,427,886	60,065,900	67,394,479
Foreign possessions:				
Egypt	6,222,900	4,553,266	6,512,700	9,219,393
Morocco and Tripoli	3,094,900	2,364,195	2,465,500	2,197,879
East Coast	732,800	706,950	63,300	77,829
British Africa	1,698,700	1,598,628	2,383,300	2,001,412
All other	1,702,200	1,514,700	387,700	526,280
Total foreign possessions	13,451,500	10,737,746	11,803,500	14,022,783
Total French and foreign possessions	77,000,880	63,165,632	71,869,400	81,417,262

¹ Exclusive of diamonds, which were imported to the value of \$22,366,900, but which, being by law exempt from entry, are not included in total.

BELGIUM.

Countries.	Imports from Africa.		Exports to Africa.	
	1895.	1896.	1895.	1896.
Algeria, Morocco, Tunis, and Zanzibar.....	\$724, 908	\$808, 678	\$1, 146, 034	\$1, 073, 273
Cape Colony, Mauritius, British and French West Africa.....	523, 053	1, 075, 396	677, 237	943, 963
Kongo Free State.....	2, 695, 020	2, 719, 560	2, 128, 983	3, 367, 006
Total	3, 942, 981	4, 603, 634	3, 952, 254	5, 384, 243

GERMANY.

Countries.	Imports from Africa.		Exports to Africa.	
	1895-96.	1896-97.	1895-96.	1896-97.
Egypt	\$4, 212, 000	\$4, 838, 302	\$1, 422, 764	\$2, 440, 928
Algeria	317, 701	317, 701	329, 670	329, 670
Morocco	497, 182	640, 458	275, 842	365, 092
German West Africa	712, 334	868, 938	817, 392	1, 190, 952
German East Africa	88, 774	178, 500	454, 580	348, 528
Cape Colony	4, 237, 832	6, 998, 580	3, 291, 302	4, 025, 056
Transvaal	124, 236	252, 994	2, 258, 146	3, 315, 816
Other West Coast	8, 126, 986	8, 134, 840	2, 700, 824	3, 076, 626
Other East Coast.....	1, 399, 916	1, 560, 566	727, 566	861, 088
Total	19, 389, 860	23, 791, 879	11, 945, 416	15, 951, 756

¹ The trade with Algeria is included, in German official returns, with that of France. In preparing this table French official statistics as to the commerce of Algeria with Germany were used. No figures are available for 1895.

UNITED STATES.

Countries.	Imports from Africa.		Exports to Africa.	
	1895-96.	1896-97.	1895-96.	1896-97.
British Africa	\$1, 732, 137	\$1, 468, 431	\$11, 289, 059	\$13, 082, 243
Canary Islands	44, 979	49, 909	254, 206	283, 775
French Africa	406, 916	254, 755	208, 203	301, 247
Liberia	11, 547	7, 023	22, 653	11, 407
Madagascar	19, 637	17, 088	489, 139	473, 353
Portuguese Africa	16, 006	23, 253	799, 556	1, 809, 983
Egypt	8, 043, 797	7, 027, 005	315, 540	323, 484
Tripoli	71, 014	119, 238	.....	37
All other	826, 936	562, 448	518, 354	578, 069
Total	11, 172, 969	9, 529, 150	13, 854, 710	16, 923, 548

It will be seen that, although there is a decrease in the imports from Africa, our exports to the various colonies and countries show a satisfactory increase. This is chiefly with Cape Colony and the Transvaal, the trade with Portuguese-Africa consisting to a considerable extent of goods in transit for the Transvaal via Lorenzo Marques.

In this connection, an article published in Bradstreet's, New York, December 4, 1897, will be found of interest:

AFRICAN MARKETS FOR AMERICAN GOODS.

American trade with Africa has increased heavily of late years, and the immense expansion shown in the demand for American goods can not be regarded as other than encouraging. The statistics available certainly seem to point to Americans securing a good share of the trade of a continent which has heretofore been regarded as the legitimate market for surplus products for Old World industry. Although not specifically so stated in the Bureau of Statistics reports, it also seems certain that much of the demand has come from the British possessions on that continent and to have been a result primarily of the great mining boom in the southern portion of that vast region which finds an outlet through British colonial ports. For instance, the exports of all kinds of American merchandise to Africa during the fiscal year ending June 30, 1897, were valued at \$16,953,548. Of this amount the British possessions, most of which are located in the southern part of the continent, took \$13,096,243, or about 77 per cent. The British-African takings of American goods, it might be added, have

shown heavy gains over the preceding years, as the following figures will conclusively prove:

Fiscal year.	American exports to—		Per cent of exports to British Africa.
	Africa.	British Africa.	
1895	\$6,337,842	\$5,203,378	81.5
1896	13,854,710	11,289,085	81.4
1897	16,953,548	13,082,243	77.2

The total American exports to Africa, it will be seen, were 22 per cent larger in 1897 than in 1896 and 165 per cent larger than in 1895. British-African takings of American goods during the same period show gains of, respectively, 16 and 151 per cent, pointing to the fact that the demand from colonies of other countries for American goods, though not as important in a business sense, still shows large growth. The growth of the demand has been so comparatively recent as to have not yet been recognized by separate statistics, and it is therefore not possible to measure the extent to which British colonial demand is responsible for the increased American trade, but the following details of American exports to the continent as a whole furnish a pretty good indication of the direction in which demand for American goods has been most active:

Values of principal exports from United States to Africa.

	Fiscal year ending June 30—		
	1897.	1896.	1895.
Wheat	\$2,939,110	\$1,676,832	\$37,158
Wood and manufactures	1,783,380	1,878,119	891,348
Machinery	1,578,335	1,306,380	822,927
Illuminating oil	1,072,522	1,103,522	864,661
Cotton manufactures	818,488	839,707	460,012
Corn	742,898	1,112,639	.....
Wheat flour	964,004	744,268	56,390
Agricultural implements	417,333	476,318	827,733
Total	10,816,030	9,139,785	3,460,229

If, as seems quite reasonable, we take it for granted that 75 to 80 per cent of the above shipments went to British possessions, most of which are located in the southern part of the continent comparatively adjacent to the so-called Kafir gold fields, it will be seen that the United States, though far remote from that country, has been helped by the development in the Transvaal, Rhodesia, Cape Colony, and other parts of the dark continent. It might be added in passing that Africa as a whole is by far the largest single customer for our rum, the shipments of which, though not separately stated in current monthly reports of the Bureau of Statistics, average at least \$1,000,000 yearly.

The above table indicates clearly that in the absence of Africa's usual source of supply for breadstuffs, the United States has been drawn upon largely for food for the increasing wheat-consuming population, while the increased takings of lumber, machinery, illuminating oil, manufactures of cotton and agricultural implements, as compared either with last year or the year before, point to a steadily growing market for some American products in which this country does not fear competition. The above statistics, of course, are for the past three fiscal years, but it may be added that the latest issued report of the Bureau of Statistics, that for September and the nine months of the calendar year 1897, shows a heavy falling off in exports of corn and agricultural implements, but large increases in wheat and wheat flour, illuminating oil and wood, and manufactures thereof. The list of less important exports to Africa showing gains is almost as long as the list of this country's exports, numbering, as it does, horses, cars and carriages, bicycles, clocks and watches, fruits and nuts, scientific and other instruments, builders' hardware, typewriting machines, leather and shoes, turpentine, cotton-seed oil, paraffin, salt beef, hams, lard, butter, refined sugar, and leaf tobacco, and manufactures thereof. These goods, it should be also recalled, figure as direct exports from this country to Africa, and how much more reach the same destination after transshipment is of course unknown. Similarity of language and of trade customs, it would certainly seem, should not act as a bar to American trade extension in British Africa, leaving aside the unquestioned advantages some American products must possess in that market.

NORTH AMERICA.

DOMINION OF CANADA.

United States Treasury returns of imports and exports of domestic merchandise show that the trade of the United States with the Dominion of Canada in the calendar years of 1896 and 1897 was:

	1896.	1897.
Imports	\$37,358,317	\$39,848,106
Exports	62,574,084	72,728,616
Total	99,927,401	112,576,722

For Newfoundland and Labrador, the figures were:

	1896.	1897.
Imports	\$377,581	\$448,233
Exports	1,268,718	1,100,929
Total	1,646,299	1,549,159

Consul-General Turner, of Ottawa, says that in spite of the efforts to foster trade with England, Canada buys more from the United States than from any other country. He quotes the opinion of a correspondent of an English newspaper in regard to the striking similarity in tastes, habits, etc., between Canadians and Americans. Bicycles, shoes, cotton goods, and furniture are four of the principal articles of import from the United States. A new line of railway from Ottawa to Cornwall, Ontario, with an international bridge across the St. Lawrence at that point, is in process of construction and will shorten the distance to New York 75 miles. It is said that English capital is interested in the proposed canal from the Georgian Bay to the St. Lawrence via the Ottawa River, which would make the distance from Chicago to Liverpool 700 miles less than by the Erie Canal to New York. A contract has been made, with bond of \$50,000, to subsidize a fast steamship line between a Canadian port and Liverpool. The steamers are to have 10,000 tonnage, and to average 500 knots. Two boats are to be ready for service by June, 1899. The annual subsidy exceeds \$750,000.

The following tables are transmitted by the consul-general:

Canadian imports for home consumption, 1895 and 1896.

Year.	Total imports.	Great Britain.	United States.	Other countries.
1895.....	\$106,252,511	\$31,141,731	\$54,634,521	\$19,486,253
1896.....	110,587,480	32,979,742	58,574,024	19,033,714

In the year 1895, Canada imported 29.58 per cent of the total imports from Great Britain, and 51.91 per cent from the United States. In 1896, 29.82 per cent came from Great Britain and 52.91 per cent from the United States.

The imports of dutiable and free goods for 1896 were:

	Dutiable.	Free.
Articles of food and animals.....	\$11,946,412	\$5,383,968
Articles (crude) entering into processes of domestic industries.....	4,161,473	18,093,352
Articles (manufactured) for use in mechanical arts and manufactures....	11,012,319	8,307,487
Manufactured articles ready for consumption.....	31,490,836	5,314,574
Articles of voluntary use, luxury, etc.....	8,628,719	422,006

The exports from Canada in 1895 and 1896 were:

Year.	Total exports.	Great Britain.	United States.	Other countries.
1895.....	\$103,085,012	\$57,903,564	\$35,860,434	\$9,321,014
1896.....	109,915,337	62,718,941	37,995,928	9,200,468

Of the total, 56.17 per cent was exported to Great Britain in 1895 and 57.06 per cent in 1896, and 34.79 and 34.57 per cent respectively to the United States.

The exports are grouped as follows:

	Great Britain.		United States.		Other countries.	
	1895.	1896.	1895.	1896.	1895.	1896.
Products of the mines.....	\$388,407	\$175,512	\$6,270,247	\$7,436,205	\$322,986	\$444,330
Products of the fisheries.....	4,143,904	4,462,002	3,025,171	3,301,671	3,523,082	3,314,092
Products of the forests.....	1,843,224	2,803,274	3,644,362	3,239,958	29,756	24,509
Animals and their products.....	30,022,479	32,523,071	3,713,148	3,341,275	652,143	643,295
Agricultural products.....	10,414,380	9,551,316	3,710,022	3,232,793	1,594,726	1,290,252
Manufactures.....	11,076,889	13,182,798	11,870,206	13,820,937	3,197,281	3,473,197

During the first six months of 1897, says Mr. Turner, Canada imported dutiable goods to the value of \$34,252,479, and free goods to the value of \$19,025,891. During the same period, she exported goods valued at \$54,015,475.

Consul Twitchell, of Kingston, reports an increase in the use of cotton goods of United States manufacture. The improvements in the wall paper made in Canada, together with the 35 per cent protection, will, he thinks, soon drive the United States article from the market. In printing paper and stationery, however, the Canadians can not compete. The hardware and cutlery trade is being lost through the competition of the Germans. They copy the United States article in the smallest details and put it on the market for less than its price in the United States.

A few years ago, says Consul Twitchell, Canadian farmers raised barley, hay, and live stock for export to the United States. The dairy interest received little attention. The tariff of 1890 caused the establishment of dairy schools, and the output of the farm has changed to butter, cheese, and fat cattle for export to Great Britain. On account of the Dingley bill, says Consul Lang, of Sherbrooke, the export of lumber is being diverted to England.

Consul Shaffer, of Stratford, says that were it not for the Canadian tariff, United States imports would be doubled. Under the new tariff, the duty on Indian corn and barbed wire will be removed after January 1.

Since corn will not ripen in that district, he expects a large import. Consul Nichols, of Clifton, says that United States shippers should number their cases to correspond with the invoice, so as to avoid inconvenience at the custom-houses.

The discoveries of gold in the Klondike, says Consul Smith, of Victoria, the passage of prospective miners, and the fact that ships from mining points make their first stop there, have increased the importance of that city. Owing to the new tariff, the exports to the United States have been somewhat smaller since August 1; but normal conditions will soon be restored. Coal, bullion, lumber, and products of the fisheries are the chief articles exported. He continues:

Trade with the United States is increasing, in spite of the longer credit which is regularly given by eastern Canadian firms. United States firms give on an average sixty days; many British and eastern Canadian wholesale dealers grant six months.

Manufactured articles from the United States lead here, in spite of the tariff. Most of the hardware is from the United States, and lamps, chimneys, etc., of United States manufacture are preferred. The trade in bicycles, typewriters, agricultural machinery, and locomotives is almost monopolized by the United States, and our guns, sporting goods, and sewing machines command higher prices than those of other countries, as well as smoked and dried meats, extracts, canned goods, and dried fruit.

The salmon run was far larger this year than was expected. The canneries ran night and day, but were utterly unable to cope with the fish, which came in greater quantities than ever before known. The pack of the entire coast amounted to 2,907,150 cases. It is nearly all sent around Cape Horn to England.

Consul Dudley, of Vancouver, reports an increase of 43 per cent in imports into his consular district during the past year. The imports from the United States gained 42 per cent. A large quantity of tin plate, says the consul, is used in canning salmon, and although about half of it comes from the United States, he has been told that it was originally manufactured in Great Britain. "One of the largest importers of tin plate," says Mr. Dudley, "states that he has never had any tin plate manufactured in the United States offered him. So much tin plate is used here that I am surprised that the manufacturers in the United States have not yet made an effort to secure this market."

The consul thinks that there is an opening for carpets. There is a prevalent impression that the colors in United States carpets are not fast, but he thinks that if an earnest effort is made this prejudice can be overcome. The market is growing so rapidly, since Vancouver is one of the points of departure for Alaska, that it should receive careful attention from exporters. "A number of manufacturers in eastern Canada," says Mr. Dudley, "have resident agents, who canvass, show samples, etc."

The chief exports from the province, continues the report, are gold, silver, copper, lead, lumber, coal, and salmon. There has been a decrease in the export of lumber. The production of gold, silver, and copper was nearly double that of last year, and the mineral regions are being rapidly developed. New works for the treatment of ores are being put in operation, and increased transportation facilities are offered, enabling the shipment of mineral products from hitherto inaccessible regions.

In a subsequent report, Consul Dudley says that British Columbia has three great interests, and agriculture is not one of them. The mountainous character of the country makes it impossible for the people to produce their own food supplies. Fully four-fifths of the food must be imported. He continues:

The fact that food products are imported into this Province from Manitoba, Ontario, and other portions of eastern Canada, without the payment of duties, which are

exacted upon imports from the United States, fails to stop the entrance of these articles from Idaho, Washington, and California. As shown by the latest customs returns, large amounts of salt meats, hams, bacon, fruits, fresh and dried, corn, wheat, rye, and barley, flour, corn meal, etc., find a market in this Province at prices that enable the consigners and consignees, between them, to pay the heavy duty exacted.

Everything brought in from Eastern Canada must be transported over a single railroad and pay a freight rate that would be prohibitive were it not for the enormous duty exacted upon similar goods produced just across the border.

Speaking of the extension of trade relations between Canada and the United States, Constl Linsley, of Coaticook, says that the best way is to work through the large establishments in Montreal and Toronto, or to establish branches in large cities to directly cover the territory. "While the tariff," he says, "prevents the importation of numerous classes, there are many which on account of their merit will nevertheless be sold. The bicycle trade is an example of what enterprise in a single line will accomplish." He also thinks that if United States newspapers circulated more extensively in Canada the sales of goods would be largely increased. Canadian manufacturers are already giving attention to United States styles in certain lines—shoes, for instance.

Consul-General Foster gives figures to show the increase of trade of Halifax during the last year. There has been a decrease, however, in trade of that district with the United States. In this connection, the consul-general calls attention to the "reciprocal tariff" paragraph of the Canadian law of 1897,* which provides that "when the customs tariff of any country admits the products of Canada on terms which on the whole are as favorable to Canada as the terms of the reciprocal tariff, herein referred to, are to the countries to which it may apply, articles which are the growth, produce, or manufacture of such country when imported direct therefrom may be entered for duty or taken out of warehouse for consumption in Canada at the reduced rates of duty provided." The reduced rates are:

On and after the 23d day of April, 1897, until the 30th day of June, 1898, inclusive, the reduction shall in every case be one-eighth of the duty mentioned in Schedule A. On and after the 1st day of July, 1898, the reduction shall in every case be one-fourth of the duty mentioned in Schedule A.

Schedule A covers the entire list of dutiable articles, with the exception of wines, liquors, sugar, tobacco and a few articles expressly excepted. "As at present construed," says the consul-general, "the tariff reduction applies to the following countries: Belgium, Germany, France, Algeria, the French colonies, Argentine Republic, Austria-Hungary, Bolivia, Sweden, Colombia, Denmark, Persia, Russia, Tunis, Venezuela, and Switzerland, as well as Great Britain and Ireland. The United States is not one of the nations obtaining the reduction." Mr. Foster continues:

The treaties made by Great Britain with Belgium and Germany were denounced last July, and after the expiration of the year required for the termination of the treaties, it is expected that the tariff reduction will be confined to those countries whose customs tariffs comply with the terms of the Canadian act, or practically to Great Britain. The United States is therefore at a disadvantage of one-eighth of the duty in competing for Canadian trade, and on July 1, 1898, this will be increased to one-fourth of the duty, though the number of competitors will presumably be considerably reduced about the 1st of August, 1898.

* Printed in Consular Reports No. 205, October, 1897.

MEXICO.

According to United States Treasury statistics, the trade of the United States with Mexico during the calendar years 1896 and 1897 (exclusive of gold and silver) was:

	1896.	1897.
Imports	\$15,887,091	\$19,650,099
Exports	22,474,856	21,061,152
Total	38,361,947	40,711,251

The figures of the gold coin and bullion and silver coin and bullion imported into the United States from Mexico and exported thereto in 1896 and 1897 are:

Description.	Imported from Mexico.		Exported to Mexico.	
	1896.	1897.	1896.	1897.
Gold	\$4,907,777	\$4,735,452	\$74,405	\$13,678
Silver	24,781,149	27,020,569	191,407	81,151
Total	29,688,926	31,756,021	265,812	94,829
Total merchandise	15,887,091	19,650,099	22,474,856	21,061,152
Grand total	45,576,017	51,407,120	22,740,668	21,155,981

UNITED STATES PRODUCTS IN MEXICO.

The consul-general at the City of Mexico, Mr. Barlow, gives the value of the total imports in 1896 as \$46,328,235, an increase over the preceding year, he says, of \$10,083,190. The gain was largely due to the heavy importation of corn from the United States, on account of the partial failure of the crop in that year; while the increased importation of luxuries, such as carriages, jewelry, liquors, high-class groceries, fancy goods, etc., amounted to nearly \$1,750,000.

Of the total imports of iron and steel, continues Mr. Barlow, consisting principally of railway material, mining and other machinery, iron tubing, corrugated iron sheets, hoop and bar iron, the United States supplies about 57 per cent, the balance being divided between England, Germany, and Belgium. Mining machinery comes almost exclusively from the United States; the same may be said of sugar manufacturing and textile working machinery, the superiority of which is recognized. There are greater difficulties, he thinks, in the introduction of textiles from the United States. The Mexican people are conservative and unwilling to adopt new fabrics which are not manufactured especially for that market. Capable agents, says the consul-general, should be sent, and efforts made to explain the advantages of United States articles, not only in this but in other lines of manufacture. Once the Mexicans are convinced that an article is suitable, he says, they adhere to it with almost a religious tenacity. Only first-class goods should be sent, which will stand wear and competition. In regard to agricultural implements, Mr. Barlow says in substance:

No field for United States manufacturers offers such inducements as Mexico. Exporters seem never to have appreciated conditions here.

Most of the interior of Mexico has been tilled by primitive methods for hundreds of years, without care or fertilizer, and yet yields in many places several abundant crops each year. Practically no modern machinery is known on these vast table-lands; its absence is not due to the indisposition of the people to adopt it, but to lack of opportunity of becoming familiar with its advantages. Competent men who understand the handling of United States farm machinery should be sent to each place, with the kind of implements adapted to the soil and wants of that locality; care should be taken to instruct the workmen who will use it. In the cases where such machinery has been introduced and its operation has been understood, it has given entire satisfaction. The machinery should never be sold by people who do not understand the manner of working it and who are not willing to see that the purchaser fully understands it. The manufacturers of sewing machines have adopted the right methods, with the result that there is hardly a village in Mexico where United States sewing machines may not be found, and scores of native women may be considered expert operators. There should be no greater difficulty in introducing agricultural machinery.

As to boots and shoes, Mr. Barlow says that the superiority of those of United States make is recognized; the natives wear them but little, especially in the country, but the growing foreign population prefer them to those of Mexican make whenever they can be bought at reasonable prices.

The exports, says the consul-general, have increased during the past year, especially in fruits and sugar. There is a growing demand in the United States for Mexican oranges. The United States continues to take nearly 75 per cent of the total produce exported from Mexico, and England follows with 16 per cent.

Speaking of the slackened commercial progress of Mexico, Consul-General Donnelly, of Nuevo Laredo, attributes the decrease in the inflowing current of capital to the decline in silver. He says:

All was well while advancing exchange built higher and higher the barrier against foreign goods, and made more and more profitable the establishment of domestic industries, but when, after breaking previous low records, silver continued its descent, giving rise to a not unreasonable dread of its universal abandonment as a money metal, even promoters paused and timid investors fled. Capital which for years has entered in an ever increasing stream is brought face to face with this curious fact: Books kept in Mexico in the money and language of the country may show a most gratifying profit; the same books translated into the money and language of the capitalist may show a most discouraging loss.

The thing that has saved Mexico, continues the consul-general, is that labor, unmindful of the falling value of its wage, continued to accept it, uncomplaining and contented. While the price of every article of necessity or luxury rose, the price of labor remained unchanged.

Mexico is now considering the question of changing the monetary standard. The difficulty consists in getting and keeping gold in a country whose imports greatly exceed its exports, whose chief enterprises are exploited with foreign capital, and whose public debt, interest and principal, must be paid abroad. Fortunately, says Mr. Donnelly, the problem is in good hands. The commercial world may rely on its solution by the conservative and enlightened statesmen who now direct Mexico's affairs.

Nuevo Laredo, according to Consul-General Donnelly, ranks third in the Republic for the amount of its import business. Its record, he says, may accordingly be taken as fairly indicating conditions at other points. The imports of the principal articles have decreased as follows as compared with 1896: Machinery, steam and electric, 30 per cent; machinery,

hand and foot power, 24 per cent; cotton goods, 35 per cent. Imports from the United States show a loss of nearly 20 per cent, and from Europe nearly 50 per cent. This is in spite of the increased activity of United States merchants seeking Mexican trade, the better knowledge of the market, the improved transportation facilities, and especially in spite of the vast increase of Mexican exports to the United States. Silver and the tariff, says Mr. Donnelly, have unconsciously cooperated. They have built a barrier behind which native industries have developed. Breweries, smelters, cotton mills, foundries, tanneries, soap works, sugar refineries, and factories of all sorts have arisen. But there is now a lull, and by this the United States export trade may possibly profit. The situation is not without advantages. The consular general continues:

The low price of silver will force many mining corporations of Mexico to increase their output in order to maintain their profit. This can only be effected by putting in machinery. There is already demand from places that until the present crisis never dreamed of it. From this time, I expect a constantly increasing demand for mining machinery of all sorts. The price of silver has also increased the hunt for gold. That metal is being discovered in most unheard-of places. While thus far, no Klondike has developed, there have been found an amazing number of good gold-bearing ledges. These require expensive machinery, and the United States is ready with it. I do not hesitate to advise the large manufacturers of mining and engineers' supplies to give Mexico a thorough canvass. Another result of low silver is that the factories now established, and, as I believe, temporarily secure from the competition of other factories, will enlarge their facilities. This will call for machinery and supplies in various industrial lines.

Agricultural machinery, adds Mr. Donnelly, will also be imported more largely, because the high tariff practically closes the market to foreign corn and makes its cultivation, as well as that of other cereals, extremely desirable in Mexico. The growth in the sale of United States agricultural implements, recently interrupted, will recommence and reach gratifying proportions. There is an opening for the sale of articles in the line of piping, excavating, plumbing, etc., contracts for building sewers and waterworks having been awarded by some cities and being discussed by others. Electric railways and lighting plants will also be in demand. Only neglect on the part of the United States will allow such opportunities to be reaped by Europe. The bicycle trade has trebled, yet it is only in its infancy.

As to the exports from Mexico to the United States, Mr. Donnelly gives figures showing that there has been an increase in every line except textile fiber, india rubber, and mahogany in the last year. Coal, tobacco, and coffee have increased notably. There was a decrease in the silver exported to the United States, but an increase in gold.

Consul Burke, of Chihuahua, says that there are some ninety million dollars of United States capital invested in mining enterprises in his district, and that this is about 25 per cent of the total United States capital in that section, the balance being engaged in stock raising. There has been a noticeable decrease in imports of cotton goods, he says, due to the establishment of mills in Mexico. The import of blankets and other woolen fabrics has also diminished. United States beer and ice are practically excluded. The Germans are winning the market in enameled household utensils and also in cutlery. The German articles are lighter, and since the duty is assessed according to weight the price is less than the United States article. The same is true of corrugated sheet iron. German and French perfumes and fancy soaps, continues Consul Burke, can be sold with 50 per cent profit at the cost price of United States articles of the same class. Collars and cuffs come from Germany and France, and pianos from Germany. Typewriters are becoming popular, but the streets must be improved

before the bicycle is generally used. Speaking of the extension of United States trade, he says that America manufacturers must adapt their wares and methods to the requirements of the people whose trade they desire, instead of trying to impose their own business methods.

Consul Canada, of Vera Cruz, says that the reason why European products are preferred in Mexico is not because they are superior, but because firms in Europe pay more attention to the needs of the market. The consul instances the ignorance of some United States shippers in regard to the meaning of the term "legal weight," which includes not only the weight of the merchandise, but the weight of all inner packages and wrappers, only the extreme outside case being excluded. Fully 40 per cent of the commodities specified in the tariff are dutiable on this basis; and in some cases, on account of the method of packing, 90 per cent of the duty must be paid on the useless wood. The consul speaks of the defective translations of catalogues sent to Mexico. Hundreds of thousands of dollars, he says, are actually thrown away in the United States in having translations made that are incomprehensible to the people they are meant to reach.

Consul De Cima, of Mazatlan, suggests that, as a means to increase United States exports to Mexico, a special agency should be established at each consulate. One room, he says, would suffice for the display of catalogues, price lists, samples, etc. Four hundred dollars a year should cover the necessary expense, and if 2,293 firms subscribed to the arrangement, \$5 a month would be the cost to each to have such a display room at every consulate or commercial agency. If more firms entered into the arrangement, the individual expense would be even less.

CENTRAL AMERICA.

The following figures, taken from the Statistical Abstract issued by the Bureau of Statistics of the United States Treasury for the fiscal year 1896-97, show the trade of the United States with the countries of Central America since and including 1888:

Merchandise imported into and exported from the United States, by countries, 1888 to 1897.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
British Honduras:					
Imports—					
Free.....	\$157,093	\$181,515	\$174,372	\$216,416	\$238,149
Dutiable.....	26,542	29,950	12,450	2,674	376
Total.....	183,635	211,465	186,821	219,090	238,525
Exports—					
Domestic.....	321,525	362,623	348,564	457,549	464,802
Foreign.....	4,969	6,975	5,904	5,290	9,104
Total.....	326,494	369,598	354,468	462,839	473,906
Costa Rica:					
Imports—					
Free.....	1,608,726	1,441,846	1,675,841	2,330,847	2,084,955
Dutiable.....	253	519	870	1,458	1,091
Total.....	1,608,979	1,442,365	1,676,711	2,532,305	2,086,046
Exports—					
Domestic.....	1,064,549	965,970	1,098,952	1,298,793	1,122,295
Foreign.....	19,311	17,194	27,218	32,256	31,728
Total.....	1,083,860	983,164	1,126,170	1,331,049	1,154,023

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Guatemala:					
Imports—					
Free.....	\$1,908,281	\$2,297,159	\$2,257,222	\$2,617,988	\$3,182,838
Dutiable.....	177,186	49,526	24,459	211	.....
Total.....	2,085,467	2,346,685	2,281,681	2,618,199	3,182,838
Exports—					
Domestic.....	887,771	969,871	1,326,388	1,971,001	1,809,577
Foreign.....	29,090	24,830	19,331	26,943	41,775
Total.....	916,861	994,701	1,345,719	1,997,944	1,851,352
Honduras:					
Imports—					
Free.....	956,381	1,210,607	980,681	1,152,993	959,999
Dutiable.....	2,950	4,954	3,723	6,598	2,340
Total.....	959,331	1,215,561	984,404	1,159,591	962,339
Exports—					
Domestic.....	672,796	618,973	522,631	583,114	478,947
Foreign.....	17,779	18,202	29,393	57,807	36,277
Total.....	690,575	637,175	552,024	640,921	515,224
Nicaragua:					
Imports—					
Free.....	1,495,775	1,746,996	1,655,872	1,704,506	1,656,708
Dutiable.....	396	250	318	1,455	1,166
Total.....	1,496,171	1,747,246	1,656,090	1,705,961	1,657,873
Exports—					
Domestic.....	861,156	900,813	1,270,073	1,582,013	1,187,189
Foreign.....	65,866	108,874	102,946	100,929	119,990
Total.....	927,022	1,009,687	1,373,019	1,682,942	1,307,179
Salvador:					
Imports—					
Free.....	1,387,692	1,635,466	1,384,112	1,733,222	2,330,697
Dutiable.....	85,738	26,696	69,846	49,844	5
Total.....	1,473,430	1,662,162	1,453,958	1,783,066	2,330,702
Exports—					
Domestic.....	645,302	690,884	886,231	1,134,995	1,274,021
Foreign.....	1,966	10,312	13,315	15,465	20,247
Total.....	647,268	701,196	899,546	1,150,460	1,294,268

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
British Honduras:					
Imports—					
Free.....	\$154,850	\$112,439	\$174,433	\$187,926	\$260,667
Dutiable.....	312	520	7,376	12,286	17,016
Total.....	155,171	112,959	181,809	200,212	226,683
Exports—					
Domestic.....	391,106	316,117	394,238	555,333	550,815
Foreign.....	14,062	4,806	8,695	16,282	18,952
Total.....	405,168	320,923	402,933	571,615	569,767
Costa Rica:					
Imports—					
Free.....	2,308,222	2,287,346	3,294,874	3,833,727	3,439,196
Dutiable.....	1,136	38	722	1,460	178
Total.....	2,309,358	2,287,384	3,295,596	3,835,187	3,439,374
Exports—					
Domestic.....	1,178,301	961,216	957,862	1,157,840	1,292,709
Foreign.....	32,439	40,833	20,223	40,772	64,763
Total.....	1,210,740	1,002,049	984,085	1,198,612	1,357,472

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Guatemala:					
Imports—					
Free	\$2,554,578	\$2,225,210	\$2,608,942	\$2,079,475	\$1,862,011
Dutiable	182	376	7,442	552	578
Total	2,554,710	2,225,586	2,699,384	2,080,027	1,862,589
Exports—					
Domestic	1,713,143	1,610,509	2,596,032	3,092,323	2,992,118
Foreign	50,720	54,075	69,376	65,736	55,093
Total	1,763,862	1,664,584	2,665,408	3,158,059	3,047,181
Honduras:					
Imports—					
Free	683,424	761,500	825,974	695,933	763,527
Dutiable	1,488	3,638	46,338	80,711	83,703
Total	684,912	765,138	872,312	776,644	847,230
Exports—					
Domestic	442,907	537,463	615,009	556,893	669,682
Foreign	26,788	21,048	30,772	53,728	55,309
Total	471,695	558,511	645,781	610,621	724,991
Nicaragua:					
Imports—					
Free	1,398,867	1,560,741	1,513,172	1,263,666	1,254,806
Dutiable	1,369	3,731	25,620	5,256	7,895
Total	1,400,236	1,564,472	1,538,792	1,268,922	1,262,701
Exports—					
Domestic	812,654	814,012	967,329	1,089,320	1,038,664
Foreign	125,205	121,130	106,138	179,695	152,081
Total	937,859	935,142	1,073,467	1,269,015	1,190,685
Salvador:					
Imports—					
Free	1,355,674	2,925,720	3,174,588	1,166,970	1,112,175
Dutiable	56	749	89	.....	359
Total	1,355,730	2,926,469	3,174,677	1,166,970	1,112,534
Exports—					
Domestic	1,118,054	1,059,292	1,236,595	1,582,217	1,506,861
Foreign	20,376	12,403	24,033	26,356	22,707
Total	1,138,430	1,071,695	1,260,628	1,608,573	1,519,568

BRITISH HONDURAS.

Consul Morlan reports from Belize that importations from the United States into British Honduras exceed those from all other countries combined, and represent about 55 per cent of the total. Great Britain has about 35 per cent. The value of imports from the United States in 1896 was \$790,438, or (deducting the item of bullion and coin) about 15 per cent more than they were during 1895. Exports to the United States were to the value of \$312,997, a gain of \$76,873 over the preceding year. The trade with other countries was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United Kingdom	\$523,208	\$760,522	Honduras	\$61,567	\$39,317
British colonies	8,551	.....	Holland	254	20,591
Austria	254	.....	Mexico	1,637	27
Belgium	143	.....	Norway	161	8
China	3,301	.....	Nicaragua	6,290	5,803
Colombia	7	.....	Russia	24	.....
France	11,813	413,920	Spain	316	.....
Germany	31,027	6,508	Sweden	35	.....
Guatemala	2,411	11,837			

The total imports from all countries, including the United States, amounted to \$1,462,637; the exports to \$1,571,530. The countries which show an increase in imports were Great Britain, the United States, Germany, and Honduras. There was a decrease in imports from France and Mexico. The exports to Great Britain, France, Germany, Holland, Guatemala, and the United States showed an increase. Consul Morlan notes that the figures in regard to the United States are misleading, unless the value of the bullion and coin passing between the two countries is deducted. The chief items in which the trade of the United States might be improved are aerated waters, clothing, cotton goods, earthenware, glassware, hardware, hats, paints, woolen goods, soap, spirits, wines, and iron roofing (especially corrugated, for which there is a demand in Central America). The items of cotton goods and clothing show the greatest room for improvement. The influence of the commercial traveler, says Consul Morlan, is shown in the increased trade of the United States in boots and shoes, hardware, provisions, and sundries. Longer credits would be quite safe in this colony, and would undoubtedly stimulate United States trade. The establishment of a large United States firm for trading purposes would also be a great aid. Practically all the provisions consumed in the colony, with the exception of some canned goods, are now imported from the United States. Dyewoods and mahogany are the chief articles of export from British Honduras.

COSTA RICA.

Consul Caldwell, of San José, gives the following table as to the exports and imports of Costa Rica for the first six months of 1897:

EXPORTS.

Articles.	Value in United States gold.	Percent.
Coffee	\$4,680,160.25	89.70
Bannanas	225,287.50	4.33
Timber	262,862.54	5.05
Various	47,676.19	.92
Total	5,201,986.58	100

Countries to which exported.

Countries.	Value in United States gold.	Percent.
England	\$2,770,196	53.25
United States	1,359,470	26.13
Germany	924,300	17.77
Various	148,000	2.85

Imports first six months of 1897.

From—	Value in United States gold.	Percent.
United States	\$871,646.91	38.69
England	518,833.37	23.02
Germany	357,652.02	15.87
France	167,303.77	7.43
Other countries	337,534.32	14.99
Total	2,252,970.39	100

It will be observed, says the consul, that the imports from the United States have steadily increased, until they now about equal in amount those of England and Germany combined.

GUATEMALA.

The trade of Guatemala for 1896 was given in Commercial Relations, 1895-96, Vol. II, appendix. Consul-General Pringle says that the total imports were \$9,143,354, and the exports were \$11,332,714. The imports from the principal countries were:

Countries.	1896.
United States	\$3,172,886
United Kingdom	2,164,490
Germany	2,012,269
France	1,196,849

The export of coffee in 1896 was valued at \$11,902,748, leaving only \$319,965 for "all other articles" exported. There is an increase from all countries in imports compared with 1895, while the exports have decreased.

Speaking of commercial conditions in Guatemala, the *Moniteur Officiel du Commerce*, Paris, May 6, 1897, says:

The exports consist chiefly of coffee, bananas, skins, and rubber. Shoes are also an article of export. Germany imports from Guatemala more largely than does any other country; the United States, England, and France follow in the order of their importance. Of the imports into Guatemala, the United States has about 37 per cent, Germany 21 per cent, England 20.5 per cent, and France 12 per cent. Although the United States has the largest part of the import trade, Germany would equal her if certain alimentary products which must necessarily remain the monopoly of the United States were eliminated from the total. Another advantage of the latter country is her proximity, which lessens the cost of transport and so shortens the voyage that orders can be executed in a month, by way of New York or San Francisco, which would need at least three or four months if they were placed in Europe. It is an important question for us to discover why Germany has nearly twice as much commerce with Guatemala as France. In Germany, the merchant marine and the exporters aid and sustain each other. National industries are encouraged by the community. Banks, railroads, and individual enterprises of all sorts are favored by commerce. The intervention of the Government is asked only in case of international legislative difficulties. The Germans study the tastes, habits, and needs of their clients. Alluring credits are offered, payments are made easy, delivery of goods is prompt and exact, and exchanges are accepted that are refused in France. Why should not Havre imitate Hamburg in buying coffee from Guatemala? There is the same opening for French trade as for German, and petty jealousies and rivalries should not be allowed to interfere. United and vigorous effort will result in success, as Germany has shown us.

HONDURAS.

Consul Jarnigan, of Utila, says that the chief articles of import are salt beef, salt pork, hams, canned goods, butter, flour, sugar, hardware, cheese, crackers, cotton goods, and candy. Owing to a decrease in the value of the peso, there is an apparent diminution of trade. Bananas, plantains, cocoanuts, limes, oranges, and pineapples are the most important exports. The production of bananas has increased, but the price paid is less than formerly.

In a previous report on the banana industry,* Consul Jarnigan says that most of the plantations are on the Bay Islands and the coast.

* See Consular Reports No. 199 (April, 1897), p. 499.

The exports to the United States during nine months reached the value of \$429,017. Owing to careless management and special climatic conditions, the land is soon exhausted. Although millions of bananas are annually produced, says the consul, the cost of cultivation and transportation is such that the enterprise is not profitable.

A report from Consul Little, of Tegucigalpa,* notes the abolition of the tobacco monopoly.

An important concession has been granted to a United States syndicate to construct an interoceanic railway. Reports from Consul Jarnigan and Vice-Consul Bernhard, of Utiilla,† say that the syndicate is to take charge of the customs of the country, liquidate the public debt of Honduras, and establish a bank with special powers. Valuable lands are granted the syndicate. Consul Jarnigan thinks that the United States will now have practical control of the trade of Honduras.

The trade for the year ending June 30, 1896, is given as follows by the British consul:

Countries.	Imports.
United States	\$350, 085
Germany	47, 763
Great Britain	77, 799
France	28, 107

The total imports for the year amounted to \$676,716 and the exports to \$1,253,151. Of the latter \$827,925 went to the United States. The principal articles exported were:

Articles.	Value.
Bananas	\$283, 907
Coffee	68, 015
Silver coin	108, 871

NICARAGUA.

Consul O'Hara, of San Juan del Norte, has transmitted several reports containing valuable details. The total value of the imports at that port in 1896-97 was \$311,696, the proportion of the United States being over 52 per cent. In some lines, the United States has the monopoly of trade. In cotton, linen, and silk goods, however, there is room for improvement. The value of the exports was \$693,096, chiefly in coffee, deer skins, hides, rubber, and gold dust. Compared with the figures for the previous year, there was a decrease in imports and a marked loss in exports. There was a gain of over 10 per cent in the exports to England; France gained 1 per cent; the United States over 6 per cent, and Germany lost 19 per cent. Of the imports into San Juan del Norte, there was a decrease from England but a gain from the other principal countries, the imports from the United States increasing \$16,603. "The lists of imports show," says Consul O'Hara, "that there is little foundation for the popular idea that the United States can sell kerosene, breadstuffs, and provisions abroad, but that

* Consular Reports No. 203 (August, 1897), p. 566.

† Consular Reports No. 206 (November, 1897), p. 455.

she can not successfully compete with other countries in the sale of manufactured goods." Detailed statements of importations are sent, in order to give United States manufacturers who wish to establish foreign trade relations information in regard to the kinds of packages used in England, Germany, and France for the shipment of any given article to Central America. The same advice will apply, continues the consul, to all Latin America. The class of goods in demand in Nicaragua will find a market in the West Indies and South American countries. Freight rates from New York are on the whole cheaper than from Europe, and proper effort upon the part of United States merchants and manufacturers is all that is lacking.

Consul O'Hara notes the fact that, although the imports from the United States have such a good proportion on the eastern shore of Nicaragua, they represent only about 23 per cent of the total imports on the western coast. There is no reason, he says, why goods should not go from New York via Panama or around Cape Horn as easily as from Europe. The same goods imported into San Juan del Norte will meet with as ready a sale on the western coast.

In an interesting report on the industrial condition of Nicaragua Consul Wiesike, of Managua, attributes the depression of the past few years to the depreciation of the currency and the lowering in price of the coffee exported. This is one of the staples, constituting 75 per cent of the total exports from Pacific ports to the United States during the last fiscal year. The value of the total export was \$401,661. Since 1894, says the consul, coffee has dropped 100 per cent in value, and the effect upon the community can be appreciated. Wages have remained about the same as formerly, which has resulted in a sensible restriction of the consumptive power of the public at large. Although merchants have tried to accommodate their clients' lessened buying capacity by providing goods of lower grade, continues the consul, it may be safely said that the whole business in Nicaragua now amounts to about one-half its former volume. The scarcity of letters of exchange on foreign houses causes inconvenience. Many foreign, and especially German, firms have suffered loss in their dealings with Nicaragua, but the United States has had little trouble, owing to the short credits allowed in its business system. This method has been much criticised and may be an obstacle to trade in other Spanish-American countries, but no other system is advisable in Nicaragua at present.

United States machinery is fairly well represented in Nicaragua. Electric plants, ice and refrigerating machines, machines used in coffee cleaning, sugar refining, distilling, planing mills, and mining industries are employed all over the country. There is room for many more, however, and Consul Wiesike says this trade would be more extended if United States manufacturers did not rely on sending catalogues, which are useless in obtaining trade.

One of the principal causes of the present crisis in Nicaragua, says Mr. Wiesike, is the fact that the balance of commerce is against the country; that is, the imports exceed the exports. This can not be corroborated by statistics, he says, data being unobtainable; but it is apparent from certain commercial conditions. The imports will be less this year than for many years past, but the exports will be less in proportion, owing to the partial failure of the coffee crop. The export in 1896 amounted to over 18,000,000 pounds and in 1897 to over 13,000,000; this year it will not exceed 10,000,000. Besides, the fall in price amounts to nearly 80 per cent. The building of the Nicaragua canal would much improve business. Another enterprise of impor-

tance is the construction of a railroad to the Atlantic coast. A route from the Nicaragua Lake port, San Ubaldo, to the town of Rama has been surveyed. The road would be 120 miles in length, and could be built for \$40,000 a mile. It would attract the freight that now comes by way of Panama.

The opportunity for the development of the tobacco industry, Consul Wiesike thinks, is excellent. With improved methods of curing, etc., the enterprise could be made successful. The industry has been crippled by the Government monopoly, but this would not be an obstacle if the business were undertaken on a large scale. There is also an opening for the establishment of breweries. Cotton goods are important items of import. The United States can not compete with the cheap quality furnished by Manchester, but some fabrics of United States manufacture, such as unbleached cotton without starch, and drilling, sell readily. In canned goods, also, the United States might control the market. They should be packed with great care, as should other articles intended for export to Nicaragua.

The trade of Nicaragua by countries in 1895 is given as follows in a British foreign office report:

Countries.	Exports.	Imports.
Great Britain	\$665, 622	\$1, 442, 030
Germany.....	2, 403, 090	809, 744
United States.....	925, 874	699, 111
France.....	277, 943	507, 267
Other European countries	41, 592	464, 303
Central American States.....	680, 400	194, 400
Total	4, 994, 519	4, 118, 855

Great Britain, it will be seen, sent about 35 per cent of the total imports; Germany, 19½ per cent; the United States, 17 per cent, and France, 12½ per cent.

The report continues:

The articles principally imported from Great Britain are all kinds of cheap cotton fabrics, such as gray cloths, prints, shirtings, drills, lawns, fancy cloths for dresses, zephyrs, etc., also woolen goods, such as cashmeres, coatings, blankets, flannels, and laces, sewing thread, coffee sacks, drugs, hardware, zinc roofing, cutlery, nails, machinery, liquors, etc.

From Germany, the chief imports are hardware, cutlery, beer, cement, matches, candles, wire fencing, chinaware, paper, machinery, toys, wines, spirits, hosiery, haberdashery, and a certain proportion of cotton and woolen manufactured goods, coffee sacks, and cement.

From the United States, the principal articles imported are provisions, such as flour, rice, beans, potatoes, and canned goods, also a large quantity of petroleum, beer, wines, wire fencing, cement, hardware, drugs, leather goods, drills, ducks, and cotton textiles of certain kinds.

The textiles imported from the United States are liked, but cost more than similar goods made in Great Britain. In thick cotton ducks and drills the United States can well compete, however, and a better article can often be obtained at the same price.

In Portland cement, hardware, china ware, and machinery, the importations from Great Britain have decreased, and such articles are now chiefly ordered from Germany.

France contributes chiefly fancy articles of wearing apparel, such as silks, muslins, ribbons, fans, hosiery, umbrellas, and cashmeres, drugs, leather goods, calfskins, wines, spirits, paper, and printed matter.

From Italy, there is imported a small proportion of wines, oils, spices, hats, and canned provisions; a few wines come from Spain, and from Holland, Norway, and Sweden candles and matches are imported, although nearly always through some English or German house.

SALVADOR.

Consul Jenkins, of Salvador, gives the following figures as to trade in 1895:

The value of the importations was \$1,650,424, and of the exportations \$3,690,294. The imports from the United States amounted to \$457,189; from England, \$508,280; from Germany, \$274,932; from France, \$244,822. The exports to the principal countries were: United States, \$1,173,813; England, \$319,266; Germany, \$627,910; France, \$1,103,080. The principal articles of import (the values being given in round numbers) were:

Articles.	Value.	Articles.	Value.
Cotton goods	\$480,700	Provisions	\$81,600
Cotton thread	18,700	Silk goods	62,900
Drugs	47,900	Spirits	147,900
Flour	67,100	Wine	49,600
Hardware	91,800	Crockery	48,400

Coffee, indigo, hides, and balsam were the principal articles of export:

The consul continues:

Commerce in this Republic, as in most Central and South American countries, is carried on by houses which have close relations with firms abroad; very few confine themselves to one specialty of commerce, but carry an assortment of goods in many lines, as do the large department stores in the United States. Since these houses have their agencies abroad, the commercial traveler receives but little encouragement from them. There is, however, a class of clients which is dependent on commercial travelers. * * * This important field is not as closely watched by United States agents as it should be.

Mr. Jenkins speaks of the uselessness of catalogues, especially those printed in English; of the desirability of establishing an agency for the permanent exposition of United States products, and of the importance of packing goods for export, which is too often underestimated by American manufacturers. He thinks that England and Germany owe their trade with Central American countries more to excellent packing than to any other condition.

WEST INDIES.

According to tables given by the Statistical Abstract, United States Treasury, the volume of trade between the United States and the West Indies during the fiscal years since 1888 has been as follows:

Merchandise imported into and exported from the United States, by countries, 1888 to 1897.

Countries	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
West Indies:					
British, including Bermuda—					
Imports—					
Free	\$4,285,755	\$5,106,066	\$4,729,458	\$9,751,685	\$12,053,410
Dutiable	8,265,185	10,879,496	10,135,560	6,511,499	939,037
Total	12,550,940	15,985,562	14,865,018	16,263,184	12,992,447
Exports—					
Domestic	7,450,018	8,197,693	8,074,433	9,546,058	8,886,137
Foreign	161,515	190,413	214,353	233,060	152,299
Total	7,611,533	8,388,106	8,288,686	9,779,138	9,038,376

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
West Indies—Continued.					
Danish—					
Imports—					
Free.....	\$39,489	\$50,304	\$55,429	\$48,720	\$329,950
Dutiable.....	359,731	557,627	533,310	239,661	32,128
Total.....	399,220	607,931	588,739	288,381	362,078
Exports—					
Domestic.....	603,140	673,942	785,395	625,609	610,843
Foreign.....	8,999	12,370	8,878	10,906	4,980
Total.....	612,139	686,312	794,273	636,575	614,923
Dutch—					
Imports—					
Free.....	363,288	174,629	125,056	102,780	64,217
Dutiable.....	25,546	19,458	68,980	21,571	33,895
Total.....	388,834	194,087	194,036	124,351	98,112
Exports—					
Domestic.....	581,055	619,011	609,693	771,600	665,617
Foreign.....	2,538	6,192	44,620	2,473	3,097
Total.....	583,593	625,203	654,313	774,073	668,714
French—					
Imports—					
Free.....	6,865	10,641	4,447	19,176	29,441
Dutiable.....	110,025	99,412	124,650	4,294	387
Total.....	116,890	110,053	129,097	23,470	29,828
Exports—					
Domestic.....	1,574,728	1,852,111	1,768,826	1,854,968	1,950,403
Foreign.....	29,099	31,909	23,786	51,071	32,100
Total.....	1,603,827	1,884,020	1,792,612	1,906,039	1,982,503
Haiti—					
Imports—					
Free.....	2,897,532	3,751,669	2,419,402	3,209,026	3,191,806
Dutiable.....	21,288	5,774	1,819	34,428	10,923
Total.....	2,918,820	3,757,443	2,421,221	3,243,454	3,202,729
Exports—					
Domestic.....	4,322,653	3,975,461	5,101,464	5,589,178	4,963,430
Foreign.....	294,472	184,790	233,604	370,635	319,453
Total.....	4,617,125	4,160,251	5,335,068	5,959,813	5,282,883
Santo Domingo—					
Imports—					
Free.....	200,702	303,757	230,841	1,009,690	2,279,267
Dutiable.....	1,258,690	1,150,504	1,720,172	600,670	14,481
Total.....	1,459,392	1,454,261	1,951,013	1,610,360	2,293,748
Exports—					
Domestic.....	792,560	1,150,651	926,651	968,826	984,188
Foreign.....	25,147	29,368	23,566	36,925	35,262
Total.....	817,707	1,180,019	950,217	1,023,751	1,019,450
Spanish—					
Cuba—					
Imports—					
Free.....	2,066,379	2,405,425	2,761,711	26,044,502	66,140,835
Dutiable.....	47,252,708	49,725,198	51,039,880	35,699,893	11,790,836
Total.....	49,319,087	52,130,623	53,801,591	61,714,395	77,931,671
Exports—					
Domestic.....	9,724,124	11,297,196	12,669,509	11,929,605	17,622,411
Foreign.....	329,436	394,113	414,906	295,283	331,159
Total.....	10,053,560	11,691,311	13,084,415	12,224,888	17,953,570

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
West Indies—Continued.					
Spanish—Continued.					
Puerto Rico—					
Imports—					
Free	\$293, 450	\$103, 720	\$176, 394	\$1, 856, 965	\$3, 236, 337
Dutiable	4, 119, 033	3, 603, 653	3, 877, 232	1, 307, 155	11, 670
Total	4, 412, 483	3, 707, 373	4, 053, 626	3, 164, 110	3, 248, 007
Exports—					
Domestic	1, 920, 358	2, 175, 458	2, 247, 700	2, 112, 334	2, 808, 631
Foreign	49, 260	49, 473	49, 838	42, 900	47, 372
Total	1, 969, 618	2, 224, 931	2, 297, 538	2, 155, 234	2, 856, 003
Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
West Indies:					
British, including Bermuda—					
Imports—					
Free	\$15, 694, 806	\$12, 746, 598	\$6, 939, 299	\$4, 765, 993	\$4, 903, 441
Dutiable	1, 093, 632	715, 175	3, 303, 852	6, 557, 299	8, 004, 275
Total	16, 788, 438	13, 461, 773	10, 243, 151	11, 323, 292	12, 907, 716
Exports—					
Domestic	8, 855, 943	9, 287, 496	8, 465, 349	9, 460, 989	8, 638, 187
Foreign	151, 019	153, 396	120, 393	197, 211	159, 944
Total	9, 006, 962	9, 440, 892	8, 585, 742	9, 658, 200	8, 798, 131
Danish—					
Imports—					
Free	527, 661	496, 647	150, 340	19, 594	26, 634
Dutiable	19, 965	15, 323	89, 435	290, 745	340, 655
Total	547, 626	511, 970	239, 775	310, 339	367, 289
Exports—					
Domestic	600, 804	579, 977	493, 570	535, 974	519, 448
Foreign	3, 519	1, 982	1, 646	1, 399	2, 317
Total	604, 323	581, 959	495, 216	537, 373	521, 765
Dutch—					
Imports—					
Free	249, 721	51, 905	171, 828	107, 156	93, 136
Dutiable	21, 673	10, 782	4, 580	55, 978	3, 207
Total	271, 394	62, 687	176, 408	163, 134	96, 343
Exports—					
Domestic	747, 589	595, 596	550, 615	619, 118	649, 971
Foreign	5, 114	2, 671	68, 890	3, 643	2, 370
Total	752, 703	598, 267	619, 505	622, 761	652, 341
French—					
Imports—					
Free	7, 902	17, 095	25, 786	6, 905	8, 580
Dutiable	438	1, 241	1, 846	5, 881	1, 364
Total	8, 340	18, 336	27, 632	12, 786	9, 944
Exports—					
Domestic	1, 799, 097	1, 822, 020	1, 581, 451	1, 518, 544	1, 665, 461
Foreign	19, 858	26, 788	8, 407	11, 782	14, 164
Total	1, 818, 955	1, 848, 808	1, 589, 858	1, 530, 326	1, 679, 625
Haiti—					
Imports—					
Free	715, 082	821, 431	2, 742, 978	1, 693, 976	1, 456, 853
Dutiable	20, 939	18, 615	3, 561	3, 642	3, 367
Total	736, 021	840, 046	2, 746, 539	1, 697, 618	1, 460, 220

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
West Indies—Continued.					
Haiti—Continued.					
Exports—					
Domestic.....	\$5,170,634	\$5,342,630	\$4,759,244	\$4,104,161	\$3,554,433
Foreign.....	301,406	401,305	333,557	319,341	277,955
Total.....	5,472,040	5,743,935	5,092,801	4,423,502	3,832,388
Santo Domingo—					
Imports—					
Free.....	2,368,620	3,164,062	4,777,707	426,756	293,865
Dutiable.....	27,695	36,790	1,036,876	2,468,313	2,075,559
Total.....	2,396,315	3,200,852	1,514,583	2,895,069	2,369,424
Exports—					
Domestic.....	1,108,733	1,715,782	1,318,919	1,019,242	1,045,037
Foreign.....	34,746	52,820	42,148	44,874	53,598
Total.....	1,143,479	1,768,602	1,361,067	1,064,116	1,098,635
Spanish—					
Cuba—					
Imports—					
Free.....	66,049,369	67,418,289	17,684,765	2,074,763	1,270,059
Dutiable.....	12,657,137	8,259,972	35,186,494	37,942,967	17,136,756
Total.....	78,706,506	75,678,261	52,871,259	40,017,730	18,406,815
Exports—					
Domestic.....	23,604,064	19,855,237	12,533,260	7,312,348	7,599,757
Foreign.....	553,004	270,064	274,401	218,532	660,019
Total.....	24,157,068	20,125,321	12,807,661	7,530,880	8,259,776
Puerto Rico—					
Imports—					
Free.....	3,994,673	3,126,895	375,864	48,608	101,711
Dutiable.....	13,950	8,739	1,131,148	2,248,045	2,079,313
Total.....	4,008,623	3,135,634	1,506,512	2,296,653	2,181,024
Exports—					
Domestic.....	2,502,788	2,705,646	1,820,203	2,080,400	1,964,850
Foreign.....	7,819	14,862	13,341	21,664	24,038
Total.....	2,510,607	2,720,508	1,833,544	2,102,064	1,988,888

BRITISH WEST INDIES.

As noted in the above figures, the trade of the United States with the British colonies during the fiscal year 1897 was: Exports from the United States, \$8,798,131; imports into the United States, \$12,907,716. The imports show a gain and the exports a loss as compared with the preceding year.

SUGAR INDUSTRY.

In view of the depression prevailing in the sugar industry, a royal commission was appointed in December, 1896, to investigate the conditions and prospects of the colonies, and to suggest measures to restore prosperity. The report of the commission appeared in 1897, and Ambassador Hay, writing from London under date of October 5, 1897, says that it has attracted widespread attention. He quotes from the Times that the price of sugar has fallen one-half within the last fifteen years, with the result that the colonies are threatened with ruin. Mr. Hay continues:

Grenada no longer raises sugar for export; Dominica is not as dependent on the industry as formerly, nor are Jamaica and Trinidad. But the report leaves little

room for doubt as to the serious danger which impends over the West India colonies as a whole. The output of sugar everywhere has greatly increased. Egypt and Argentina threaten still more serious competition; but the worst danger to which the industry in the West Indies is exposed is the system of bounties by which the chief governments of Europe encourage the production of sugar.

The following table, taken from the report of the commission, shows the importance of the sugar industry in the various colonies, the percentage of the sugar-cane products in the total exports being given:

Colony or island.	Per cent.	Colony or island.	Per cent.
Jamaica	18	St. Vincent	42
Trinidad	57	Antigua	94.5
Tobago	35	St. Kitts-Nevis	98.5
Barbados	97	Dominica	15
Grenada	74	Montserrat	62

It had been hoped in the colonies that countervailing duties against beet sugar, or the grant of bounties to colonial sugar, would be recommended by the commissioners. Neither method was advised. "The measures of relief suggested," says Ambassador Hay, "seem hardly adequate to a condition so serious. They are, in brief, the settlement of the laboring population on small plots of land as peasant proprietors; the establishment of minor agricultural industries; improvement of means of communication between the different islands; the encouragement of a trade in fruit with New York, and ultimately with London; loans from the imperial exchequer for the erection of factories, and a system of various grants and subsidies."

GENERAL TRADE.

Bahamas.—The trade of the Bahamas, says Consul McLain, is not subject to sudden fluctuations, and there has been but little change in the past year. The tendency of trade is still toward the United States, which already has over 80 per cent of the whole, and is gaining. This result has been obtained by a careful study of the wants of the islands by several leading New York exporters. Agricultural machinery, electrical and scientific apparatus, and the like are not needed in the colony. Bicycles and sewing machines are imported from the United States; also shoes, cotton goods, furniture, tools, and provisions.

British official returns give the value of imports in 1896 as \$946,602, an increase over the previous year of \$109,350. The increase was in food stuffs, cigars, coffee, corn, hay, lumber, salt meat, and shingles. Bicycles to the value of nearly \$10,000 were also imported. The exports amounted to \$675,540, an increase of \$73,000 over 1895. The output of sisal fiber nearly doubled, being 441 tons against 242 tons in 1895.

Barbados.—Consul Tate says that the production of sugar has steadily increased; nearly 13,000 tons more were exported in 1896 than in 1895. The price obtained, however, does not always cover the cost of production. The industry is in danger of being destroyed, and what this means will be understood when it is known that of the 106,000 acres in the colony 100,000 are in sugar-cane cultivation.

The exports in 1896 were \$3,590,140, an increase of \$771,105 over 1895; the imports were \$5,244,435, \$651,110 more than in 1895. Speaking of the commerce with the United States, Consul Tate says:

The trade of this country with the United States is steadily on the increase. I have in former reports pointed out that Barbados is entirely dependent upon the

United States for its food supplies, and that in the event of the weekly food supplies being discontinued for a period of thirty days or longer a state of famine would necessarily ensue. Every necessary of life is imported from the United States, the luxuries from Great Britain. In clothing, however, and boots, shoes, and hats the United States does not appear to compete. Large quantities of these articles are annually imported from England, and it must be confessed that the exporters thoroughly understand their market. I am of opinion, however, that an effort in this direction by our manufacturers would be, after a time, attended with success; but a thorough knowledge of the market is absolutely necessary. The chief difficulty to be encountered, to my mind, is the conservatism of the inhabitants; and taste in placing the goods on the market would be required. In iron and steel manufactures, iron hoops, nails, spikes, rivets, and clinches, Great Britain still holds the lead, but statistics for the past few years show that the United States is slowly but surely fighting for supremacy. With greater energy displayed, there would be no reason why our manufacturers should not hold the market. I may here point out that the British manufacturer in almost every branch of trade is largely indebted to his commercial traveler in the West Indies. These gentlemen travel from island to island and acquire a perfect knowledge of the requirements. They are nearly always successful in obtaining orders for their houses, and being on the spot know exactly the kind of goods desired. Our United States houses do not appear to make use of this manner of business in the West Indies, and not being on the spot often lose the market. It is no use writing to the dealers here; letters will not make them transfer their orders; only a display of the goods and persuasion on the spot will do this.

The United States holds the market in carriages and is daily increasing the lead. The lighter the vehicle, the more readily does it sell.

American bicycles are in great demand, and are preferred to any other. The American rubber appears to be more suited to the tropics and wears better. Expensive machines, however, do not find a ready market.

Bermuda.—Consul Hanger sends the following statement of trade according to countries:

Countries.	Imports.	Exports.	Total trade.
United States	\$397,338	\$481,330	\$1,378,669
United Kingdom	438,106	13,884	451,990
Dominion of Canada	101,641	15,621	117,263
West India Islands	39,389	17,728	57,118
Austria-Hungary	778	.....	778
Germany	1,922	.....	1,922
Italy	530	.....	530
Teneriffe	4,428	.....	4,428
Total	1,484,136	528,565	2,012,701

Other tables show that the chief imports from the United States were bran (\$15,670), butter (\$46,898), indian corn (\$15,606), cotton goods (\$21,290), drugs (\$11,849), fertilizer (\$19,047), flour (\$79,382), canned fruit (\$23,106), groceries (\$28,405), hardware (\$14,409), leather and manufactures thereof (\$26,395), lumber (\$17,164), chilled meats (\$23,904), oats (\$20,011), kerosene (\$23,403), provisions (\$57,833), bicycles (\$35,642), coal (\$16,112), and cattle (\$140,134). More clothing, cotton and woolen goods, jewelry and plated ware, malt liquors, and spirits come from England than from the United States. The principal articles exported to the United States are onions and bulbs.

Jamaica.—British colonial returns give the value of imports into Jamaica in 1895-96 as \$11,124,278, against \$9,651,881 in the previous year. Food, drink, and tobacco constituted 39 per cent of the total entries for consumption; manufactured articles were 57 per cent; raw materials, 3 per cent, and coin and bullion less than 1 per cent. Flour, corn meal, bread, and rice show the principal increases for the year, while there was a decrease in the textiles imported. The imports for

the past three years were drawn from the several countries in the following proportions:

	1895-96.	1894-95.	1893-94.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom	48.1	50.4	55.1
Canada	7.5	8.4	8.8
United States	41.8	36.8	33.8
Other countries	2.6	4.3	2.9

The proportion from the United States continues to grow, says the report, which may to some extent be accounted for, so far as the past five or six years are concerned, by the fact that an American firm engaged in the construction of a railway line has imported most of the necessary supplies from the United States. Even allowing for that, there can be no doubt that the trade with the United States is growing rapidly, and that American goods of many descriptions are gradually supplanting the English articles. This is to some extent due to greater enterprise on the part of American manufacturers, but is mainly the result of the greater facilities of trade with the United States, being so much the nearer market.

The exports in the year under review were \$9,102,290, against \$9,338,106 in 1895-96. The United Kingdom took 27.6 per cent; the United States, 57 per cent; Canada, 1.6 per cent, and other countries, 13.8 per cent. There was a notable decrease in the value of bananas, sugar, rum, and coffee exported. Oranges, on the other hand, showed a large increase. Coffee decreased from 17.3 per cent to 16 per cent. Fruit increased from 26.6 to 29.9.

The last Blue Book of Jamaica, sent by Consul Dent, of Kingston, under date of December 29, 1897, gives the following details as to trade for the year ending March 31, 1897:

The total imports were \$9,062,100. Of this amount \$4,506,800 came from the United Kingdom, \$3,552,200 from the United States, \$99,000 from Germany, and \$20,400 from France. The exports amounted to \$6,839,190, of which the United Kingdom received \$1,963,065, the United States \$4,044,440, Germany \$248,320, and France \$348,150. An elaborate report by Consul Dent, received too late for notice in the Review, will be found in its proper place in Commercial Relations.

Leeward Islands.—Vice-Consul Galbraith of Antigua reports a marked decrease in the imports into the island for 1896, due to the continued low price of the chief export—sugar—together with the ravages of the cane borer and the ring fungus. The introduction of improved machinery is becoming a necessity, present conditions being almost unendurable. The value of the imports in 1896 was \$573,345, of which the United Kingdom sent \$243,720 and the United States \$211,896. The imports from the United States for the first six months of 1897 amounted to \$91,779. The exports in 1896 were \$629,332, of which \$549,960 went to the United States. The exports to the United States in the first half of 1897 were \$357,049. Flour, meal, grain, pork, pine, and kerosene were the chief items of import from the United States.

According to a report from Vice Commercial Agent Percival, of St. Christopher, the crippling of the sugar industry has had a depressing effect upon trade in general. Planters are hoping that the bounty provisions of the new tariff law will enable them to place their raw

sugar to better advantage in the United States market. Certain classes of United States goods are getting a firm foothold; shoes, tools, sewing machines, clocks, drills, and cotton canvas are much used. Other cotton goods are imported from England, and have a certain stiffening which is preferred by the masses. The total imports in 1896 were 15 per cent less than during the preceding year, and amounted to \$393,385. The island is dependent upon the United States for breadstuffs.

Trinidad.—Consul Smith gives the following review of the imports of Trinidad in 1896, according to countries:

Countries.	Value.	Countries.	Value.
France	\$457,000	Denmark	\$800
Germany	243,000	French West Indies	15,600
Holland	121,000	Spanish West Indies	1,500
Spain	114,000	Danish West Indies	6,000
Austria	52,000	United States	2,231,000
Italy	700	Venezuela	2,250,000
Portugal	19,000	Other South American countries	194,700
Switzerland	25,000	United Kingdom	4,762,000
Belgium	5,900		

The total exports in 1896 were \$22,528,000, a gain of over \$1,000,000 as compared with 1895.

"This island," says the consul, "is 1,331 miles nearer New York than to the principal European ports, and freight rates are about 50 per cent less in favor of United States shippers. * * * Shelf hardware, sand-paper, emery cloth, certain lines of cotton goods, flour, kerosene, fire-arms, ammunition, bread, furniture, hay, lard, beef (all kinds), implements, etc., seem to find ready markets."

Turks Island.—According to statistics transmitted by Vice-Consul Jones, the total value of the imports into Turks Island in 1896 was \$151,225, of which the United States had \$110,398. Imports from the United Kingdom amounted to \$16,422; from British colonies, \$14,680. The most important items of import from the United States were flour, bran, lard, salted meat, canned provisions, rice, machinery, refined sugar, and textiles. The total value of the exports was \$150,646, of which \$111,461 went to the United States and \$34,035 to British colonies. Salt was largely exported to the United States.

DANISH WEST INDIES.

The trade of the United States with the Danish Colonies in the fiscal year 1897, was: Exports from the United States \$521,765; imports into the United States, \$367,289. There was a decrease in exports, and an increase in imports, as compared with the year 1896.

Consul Stewart of St. Croix reports a marked increase in English imports during the year, and a decrease in imports from the United States. He attributes the difference to the importations of coal, which has formerly come from the United States, but large quantities of which in the last year have been received from Cardiff. The total imports were \$800,490, and the exports \$45,000, of which \$18,554 went to the United States. Bay rum and turtle-shell are the chief items of export. Nearly all food supplies come from the United States. United States cottons are admitted to be superior to German and English goods, and to wear longer, not being mixed with East India

short-staple cotton. The list of imports, however, shows that English cotton goods were imported to the value of \$94,600 and United States goods to the value of only \$3,346.

DUTCH WEST INDIES.

According to United States Treasury figures, exports from the United States to the Dutch Colonies in 1896-97 amounted to \$652,341, a gain of nearly \$30,000 over 1895-96. Imports from the colonies into the United States, on the other hand, showed a decrease—from \$163,134 in 1895-6, to \$96,343 in 1896-7.

The Statesman's Year Book, 1898, gives the value of the imports in Curaçao in 1895 as \$1,058,521, and of the exports from the islands (excluding Curaçao) as \$135,598.

Consul Smith, of Curaçao, writes that the island has suffered a financial crisis during the year, owing to the low prices of products in Venezuela and Colombia, on which countries the colony is in a measure dependent. Food supplies, such as flour, salt beef and pork, lard, butter, and canned goods, come from the United States. As there are no railroads or factories, and agriculture is not extensive, no machinery or tools are imported.

Street carriages for public service, adds the consul, have been lately introduced, and the vehicles used, as well as carriages and bicycles, are of United States manufacture.

FRENCH WEST INDIES.

The trade of the United States with the French Colonies in 1897 is stated by the United States Treasury as follows: Exports from the United States, \$1,679,625; imports into the United States, \$9,944.

Guadeloupe.—Consul Dart reports that business has been much hampered by lack of exchange, and prices have risen. There has been a decrease in imports for the same reason, although the same exceeded the exports in 1896 by some \$579,000. On account of the favoring bounties or rebates, all the produce exported goes to France. The value of imports from the United States for the first six months of 1897 was \$290,410.

The Statesman's Year Book, 1898, gives the imports of Guadeloupe in 1896 as \$4,200,215, and the exports as \$3,627,241.

Martinique.—In a comprehensive report upon the commercial situation of the island Consul Tucker describes the depressed condition of the sugar industry. The bounties granted by France have been of great assistance, but certain favors are accorded only when the sugar is shipped to France, their value being thereby limited. The new law prohibiting the importation of molasses will cause the closing of distilleries.

The application of the general tariff of France to the colonies has reduced imports from foreign countries to a minimum. Food stuffs are necessarily imported from the United States, but trade in other items has been much curtailed. Formerly, cotton goods were imported from the United States; but the tariff, the maximum rates of which apply to the United States (except for certain articles of food, lumber, etc.), imposes a duty of from 60 to 75 per cent on this class of goods. The same goods from England pay the minimum tariff of 50 per cent, and the same goods from France pay only a municipal duty of from 5 to 7 per cent. Other articles are subject to similar discrimination in duties. Nevertheless, owing to their excellent qualities, agricultural implements, sewing machines, etc., of United States manufacture are

imported, the original cost in France far exceeding that in the United States, and in some cases exceeding the cost of the article when imported into Martinique. Tin and enameled wares, clocks, a few matches, woven-wire goods, lamps, kerosene stoves, and plain furniture also come from the United States, the aggregate value of the imports being about \$100,000. The consul speaks of the necessity of sending agents who speak the language and understand the customs of the country, when soliciting orders, and also of the uselessness of catalogues printed in the English language.

HAITI.

A report from Vice-Consul-General Terres says that the imports for 1896 were \$3,900,400 and the exports \$2,359,200. There was a decrease of \$207,800 in the imports and of \$1,082,700 in the exports, as compared with the preceding year. In the first six months of 1897, however, there has been a noticeable increase over the corresponding period in 1896, and the indications are that the coffee crop will be good.

Speaking of the special trade with the United States, Mr. Terres says that flour, salt pork, codfish, salt and smoked herrings, mackerel, lard, cooking butter, and kerosene come from that country. Table butter of good quality comes exclusively from Denmark. Mr. Terres thinks that United States dealers should compete in this line. The butter, he says, must be of good quality, put up in 1 and 2 pound tins, and well packed in sawdust or rice hulls. Canned provisions come chiefly from France, also potatoes and onions. "If United States dealers," says Mr. Terres, "would pack these articles in small crates of about 40 pounds, they would find a ready market here." Corn, leaf tobacco, and lumber come from the United States, also various classes of hardware; but iron roofing, oils, shellac, wrought nails, shovels, hoes, picks, wire fencing, hinges, stays, and staples can be obtained more cheaply from England, and paints, cement, and door locks come from Germany. Shoes formerly came from the United States, but the French articles are considered more stylish. Wall paper also comes from France. With proper packing, longer credits, and attention to the needs of the market, the imports from the United States would largely increase. To extend the sales of dry goods, they should be packed in bales of 25 pieces of 25 yards, this method being better suited to the market in Haiti than the present one. Speaking of the dry goods trade, Consul Schlemm, of Cape Haitien, says that the staple textiles are imported from the United States, with the exception of bleached shirtings. The United States manufacturers can not compete with England in the finish or cost price of this article. The consul advises manufacturers to keep in touch with New York exporters, and to try to satisfy the demands of the market.

SANTO DOMINGO (DOMINICAN REPUBLIC).

Consul Grimke reports that the country is suffering from business depression, due to the decline in the price of sugar in New York, the high duties upon imports and exports, and the depreciation of the currency. The rate of exchange is very high. Lumber, flour, salt fish and pork, and electrical machinery are imported exclusively from the United States. The same country also sends other classes of machinery, hardware, and canned meats. Germany is a strong competitor for sugar machinery, locomotives, cars, rails, etc. Cotton goods come mostly from England (except the coarsest cotton cloth), and coal from the

United States and England. Kerosene oil has been imported exclusively from the United States, but the establishment of a local refinery will limit this trade. The method of packing goods in the United States and the quality of bags used are criticised. United States firms have recently extended the terms of their credits to Dominican merchants so that they run from two to four months instead of from two to three months. European houses accord still longer terms, but Consul Grimke considers the United States terms best.

According to United States Treasury figures, the imports from the United States in the fiscal year 1896-97 were \$1,098,635, and the exports to the United States, \$2,369,424. The imports showed a gain of about \$30,000 over the previous year, but the exports were less by over \$500,000. British official statistics include Haiti with the Dominican Republic in the statements of trade. The figures for 1896 are: Imports from Great Britain, \$1,433,700; exports to Great Britain, \$451,000.

In a report dated July 28, 1897 (Consular Reports, No. 205, October, 1897), Consul Grimke mentions the completion of a railroad from Puerto Plata, on the north coast, to Santiago, in the interior, a distance of about 45 miles. The road is operated by a United States corporation, which will run three trains per day. The road opens rich coffee and cacao lands. The consul adds that there is but one other railroad for public use in the republic—that from Samana to La Vega, 60 miles in length.

A previous report from Mr. Grimke (Consular Reports, No. 201, June 1897) says that preparations are being made to cultivate bananas extensively. The company has obtained a concession to the exclusive right of manufacturing petroleum, which will give it the monopoly of the sale of refined kerosene in the republic.

On August 9 last a new tariff tax of 3 per cent on the total customs receipts was enacted, the same to be collected on the entire import and export duties of the country.

SPANISH WEST INDIES.

CUBA.

Consul Hyatt, of Santiago de Cuba, in a report dated January 8, 1897, and printed in Consular Reports No. 197 (February, 1897), page 262, says that the area of Cuba is about equal to that of the State of Pennsylvania, the length being 775 miles and the width varying from 30 to 160 miles. The productive soil, mineral wealth, and climatic conditions of the island entitle it to rank among the foremost communities of the world. The soil is a marvel of richness, and fertilizers are seldom used, except in the case of tobacco, even though the same crops be grown on the same land for a hundred years, as has happened in some of the old sugar-cane fields. The mountains are of coral formation, while the lowlands, of eastern Cuba at least, seem to be composed largely of fossils of sea matter from prehistoric times and are extremely rich in lime and phosphate, which accounts for their apparent inexhaustibleness.

Although founded and settled more than fifty years before the United States, Cuba has still thousands of acres of primeval forests; mahogany, cedar, logwood, redwood, ebony, lignum-vitæ, and caiguaran (which is more durable in the ground than iron or steel) are among the woods.

If all the land suitable to the growth of sugar cane were devoted to that industry, it is estimated that Cuba might supply the entire Western Hemisphere with sugar. The island has already produced in a single year for export 1,000,000 tons, and its capabilities have only been

in the experimental stage. The adaptability of the soil for tobacco culture has long been known. Cuba takes great pride in the quality of her coffee, and until the war the plantations were flourishing.

The land is not suited to the cultivation of cereals. No flour mill, Mr. Hyatt thinks, exists on the island. The consul continues:

In mineral wealth, Cuba is capable of taking high rank. Gold and silver have not been found in paying quantities. Copper was mined at Cobre by the natives before Columbus discovered the island, and there is strong proof that native copper was carried across to Florida and used by the Florida Indians hundreds of years ago. The mound-builders of that State buried with their dead copper ornaments and utensils hammered from native copper, which always has an admixture of more or less foreign matter. As no copper ore is found in Florida, or in the United States for a long distance from there, and as that found in the United States or in Mexico does not correspond chemically with that buried with the mound-builders, it occurred to Prof. R. H. Sanders, of the Academy of Natural Sciences, in Philadelphia, that it was possible that these mound-builders had water communication with Cuba, and got their copper from here. He therefore communicated with the writer and procured a sample of native Cuban copper, which proved, upon analysis, to be identical with that used in the copper ornaments mentioned. In the early part of the present century some English capitalists purchased these mines, which are 9 miles from Santiago. The books of this consulate show that from 1828 to 1840 an average of from \$2,000,000 to \$3,000,000 worth of copper ore was shipped annually to the United States from these mines. How much was shipped elsewhere I have not the means of knowing.

These mines continued in successful operation until 1867, when a combination of circumstances, and not the poverty of the mines, closed them up, and the various shafts, from 900 to 1,200 feet deep, filled with water, all save 300 feet being below the level of the sea. In later years considerable copper was taken from these mines by pumping the water from the shafts to tanks, into which iron scraps were thrown. The copper held in solution by the water deposited on the scrap iron, which in time was broken off and the iron used again. It is generally believed that large quantities of copper still remain unmined in this locality.

The iron mines of Cuba, all of which are located near Santiago, overshadow in importance all other industries on the eastern end of the island, constituting the only industry that has made any pretense of withstanding the shock of the present insurrection. The Juragua and Daiquiri iron companies (American), with a combined capital of over \$5,000,000, now operate mines in this vicinity and employ from 800 to 1,400 men, shipping to the United States from 30,000 to 50,000 tons of iron ore per month, the largest portion of which is used at Bethlehem, Steelton, Sparrows Point, and Pittsburg. The ore of these mines is among the richest in the world, yielding from 62 to 67 per cent of pure iron, and is very free from sulphur and phosphorus. There are numerous undeveloped mines of equal value in this region.

In the Sierra Maestra Range, on the southern coast of Cuba, from Santiago west to Manzanillo, within a distance of about 100 miles, are found numerous deposits of manganese, an ore indispensable in the manufacture of steel. American capital opened a mine about 20 miles distant, at a place called Ponupo, and built a railroad to it. After shipping one cargo, the mines were stopped by the insurgents. As nearly all the manganese used in the United States comes from the Black Sea regions of Europe and a smaller quantity from the northern part of South America, it is but reasonable to suppose that the products of these near-by mines will be in great demand when the conditions are such that they can be operated in safety.

Railroads and other highways, improved machinery, and more modern methods of doing business are among the wants of Cuba; and with the onward march of civilization these will doubtless be hers in the near future. Cuba, like other tropical and semitropical countries, is not given to manufacturing; her people would rather sell the products of the soil and mines and buy manufactured goods. The possibilities of the island are great, while the probabilities remain an unsolved problem.

Population.—In 1887 the number of inhabitants was estimated at 1,631,687.

Commerce.—A British foreign office report* from Madrid (Annual Series, No. 1851, 1897) gives the value of the imports of Cuba during the fiscal year ending April, 1896, as \$66,166,754, and of the exports as \$94,395,536.

* Reports by United States representatives on commercial conditions in Cuba and Puerto Rico have been meager for the past two years, owing to the absorption of the consular officers in the political conditions in the islands.

The trade of the United States with Cuba since 1891 is given as follows by the Bureau of Statistics, Treasury Department:

Description.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
Imports:							
Free	\$26,044,502	\$66,140,835	\$66,049,389	\$67,418,289	\$17,684,765	\$2,074,768	\$1,270,059
Dutiable	35,669,893	11,790,836	12,657,187	8,259,972	35,186,494	37,942,967	17,136,756
Total.....	61,714,395	77,931,671	78,706,506	75,678,261	52,871,259	40,017,730	18,406,815
Exports:							
Domestic....	11,929,605	17,622,411	23,604,094	19,855,237	12,533,260	7,312,348	7,599,757
Foreign	295,283	331,159	553,604	270,084	274,401	218,532	660,019
Total.....	12,224,888	17,953,570	24,157,698	20,125,321	12,807,661	7,530,880	8,259,776

The commerce of Spain with Cuba since 1891, the figures up to 1895 being taken from a compilation by the Department of Agriculture* and those for 1896 from a British foreign office report (Annual Series, No. 2065, 1898), was:

Description.	1891.	1892.	1893.	1894.	1895.	1896.
Imports from Cuba.....	\$7,193,178	\$9,570,399	\$5,697,291	\$7,265,120	\$7,176,105	\$4,257,860
Exports to Cuba.....	22,168,050	28,046,636	24,689,373	22,592,843	26,298,497	26,145,800

The trade of Mexico with Cuba during the fiscal year ending June 30, 1897, was: Imports from Cuba, \$363; exports to Cuba, \$26,700. The commerce of the island with the principal European countries can not be given with accuracy, as the various official statistics include Puerto Rico in the statements of trade—the figures for Germany comprising other Spanish dependencies as well. The commerce of the United Kingdom, France, and Belgium with Cuba and Puerto Rico in 1896 was as follows, the figures for the United States and Spain for the same year being stated for comparative purposes:

Country.	Imports.	Exports.
United Kingdom	\$174,187	\$5,843,892
Belgium	208,304	1,089,239
France.....	3,338,900	424,600
United States.....	42,314,383	9,632,974
Spain.....	9,681,120	33,474,680

The trade in the principal articles with the United States in 1893 (when it reached its maximum of value since 1874) and in 1897 was:

Principal imports from Cuba into the United States.

Articles.	1893.	1897.
Free of duty:		
Fruits, including nuts.....	\$2,347,800	\$154,422
Molasses.....	1,081,084	5,448
Sugar.....	60,637,631	.....
Wood, unmanufactured.....	1,071,123	63,670
Dutiable:		
Tobacco—		
Unmanufactured	8,940,058	2,306,067
Manufactured	2,727,080	1,971,214
Iron ore.....	641,943	.....
Sugar.....	.....	11,982,473

* Spain's Foreign Trade, Frank H. Hitchcock, 1898.

Principal exports from the United States to Cuba.

Articles.	1893.	1897.
Wheat flour.....	\$2, 821, 557	\$564, 638
Corn.....	582, 050	247, 905
Carriages and street cars and parts of.....	316, 045	3, 755
Cars, passenger and freight, for steam railroads.....	271, 571	9, 202
Coal.....	931, 371	638, 912
Locks, hinges, and other builders' hardware.....	395, 964	49, 386
Railroad bars, or rails, of steel.....	328, 654	14, 650
Saws and tools.....	243, 544	34, 696
Locomotives.....	418, 776	20, 638
Stationary engines.....	130, 652	1, 189
Boilers and parts of engines.....	322, 284	85, 578
Wire.....	321, 120	85, 905
Manufactures of leather.....	191, 394	39, 753
Mineral oil.....	514, 808	306, 916
Hog products.....	5, 401, 022	2, 224, 485
Beans and pease.....	392, 962	276, 635
Potatoes.....	554, 153	331, 553
Boards, deals, planks, joists, etc.....	1, 095, 928	286, 387
Household furniture.....	217, 126	34, 288

The British consul-general at Habana, Mr. Gollan (Foreign Office, Annual Series, No. 1880, 1897), gives the following table, showing the chief articles of import into Cuba in 1896:

Articles.	From—		Total value.
	Europe.	America.	
Butter.....cases..	6, 338	54	\$219, 700
Cheese.....do.....	1, 881	44, 858	823, 973
Rice.....cwts..	853, 538	23, 800	2, 807, 481
Beer.....barrels..	4, 629	2, 860	82, 379
Do.....cases..	6, 574	2, 044	43, 690
Salt fish.....drums..	5, 036	79, 521	686, 000
Flour.....bags..	404, 019	100, 321	4, 285, 522
Coal.....tons..	28, 050	180, 487	2, 085, 370
Potatoes.....barrels..	53, 083	231, 774	996, 702
Maize.....bags..		97, 303	467, 049
Lard.....cwts..		194, 308	2, 078, 811
Total.....			14, 175, 777

"The tobacco crop on an average," says the consul-general, "is estimated at 560,000 bales (1 bale = 110 pounds), 338 bales being exported and the remainder used in cigar and cigarette manufacture in Habana. The cigars exported in 1896 numbered 185,914,000. Tobacco leaf exported in 1895, 30,466,000 pounds; in 1896, 16,823,000 pounds; the decrease being due to a decree of May, 1896, forbidding tobacco-leaf exports except to Spain. About 80,000 of the inhabitants are ordinarily engaged in the cultivation of tobacco."

Sugar industry.—The British consul-general gives the following details in regard to the sugar trade in 1895 and 1896:

Description.	Quantity.	
	1895.	1896.
Exports	<i>Tons.</i>	<i>Tons.</i>
	832, 431	238, 628
Stocks.....	185, 181	36, 260
	967, 612	271, 888
Local consumption.....	50, 000	40, 000
	1, 017, 612	311, 888
Stock on January 1 (previous crop).....	13, 348	86, 667
	1, 004, 264	225, 221
Total production.....		
Decrease in 1895-96.....	779, 043	
Equivalent to.....	77.574 per cent.	

Mr. Gollan adds:

Cuba in normal times may be said to be one of the most favored countries of the world for the economical production of sugar. The present condition of affairs greatly burdens the sugar industry, owing to the necessity of protecting the estates, the loss of cane through incendiary fires, and the difficulty at all times of getting enough hauled to the works to use them to their full capacity.

Under normal conditions the contrast between the Cuban industry and that of the West Indian Islands, or any American sugar-producing country, is remarkable. The total sugar crop of any other island is equal only to the output of three or four of the largest Cuban manufactories, and, with the exception of Demerara, all these countries show considerable inferiority to Cuba in methods of manufacture and in the class of machinery in use. The neglect of the other West Indian planters to advance with the times is the main cause of this lack of prosperity at the present moment. Of the other cane-sugar countries of the world, Java is the only one which comes within 50 per cent of the amount of sugar produced annually in Cuba in normal times, and Java and the Hawaiian Islands are the only ones which are generally advanced in the process of manufacture.

Until a very recent date, the manufacture of sugar and the growing of the cane in Cuba were extremely profitable undertakings, and the reasons for their prosperity may be stated as—

(1) The excellence of the climate and the fertility of the soil, which allow of large crops of good cane. The rainfall, about 50 inches, is so distributed that irrigation is not a necessity, though it would in many cases be advisable.

(2) The great movement toward the centralization of the estates which took place in the early eighties; planters having understood the value of large sugar houses and overcome their difficulty in this way.

(3) The proximity of the United States, affording, as it does, a cash market for the sugar.

In spite of the above advantages, continues the consul-general, the size of the sugar crop is a matter of surprise to many, while elsewhere the industry must be fostered by bounties. The agricultural adaptability of the country, however, counts for much; the cost of labor is low, and the sugar houses have a larger daily capacity than those of any other country.

The exports of sugar to Spain during the three years ending in 1896, are given as follows in a British foreign office report (Annual Series, No. 1851, 1897):

	Tons.
1894	24, 240
1895	26, 991
1896	14, 642

It should be noted that during the same period the exports of sugar from Puerto Rico to Spain increased from 13,000 to 18,000 tons.

Debt.—On July 31, 1895, the debt of Cuba was estimated at \$295,707,264 (see Report of the Committee on Foreign Relations on Affairs in Cuba, United States Senate, No. 885, Fifty-fifth Congress). The interest on the debt imposes a burden of \$9.79 per inhabitant.

Railways.—According to a report published in Special Consular Reports, "Highways of Commerce," there are ten railway companies in Cuba, the most important being the Ferrocarriles Unidos; upward of 1,000 miles of main line belong to these companies, and there are, besides, private branch lines to all the important sugar estates. The Ferrocarriles Unidos has four lines, connecting Habana with Matanzas, Batabano, Union, and Guanajay. The roads pass through the most populous part of the country and connect Habana with other lines.

The Western Railway was begun some forty years ago, and in 1891, when it was acquired by an English company, had reached Puerto de Golpe, 96 miles from Habana and 10 miles from Pinar del Rio, the capital of the province of that name and the center of the tobacco-growing

district. The line has been completed to Pinar del Rio, and improvements have been made in the old part, many of the bridges having been replaced by new steel ones, the rails renewed, modern cars put on, etc.

The other companies are: Ferrocarriles Cardenas-Jacaro, the main line of which joins the towns of Cardenas and Santa Clara; Ferrocarril de Matanzas, having lines between Matanzas and Murga, and also between Matanzas and Guareiras; Ferrocarril de Sagua la Grande, running between Concha and Cruces; Ferrocarril Cienfuegos-Santa Clara, connecting those towns; Ferrocarriles Unidos de Caibarien, from Caibarien to Placetas; Ferrocarril de Puerto Principe-Nuevitas; Ferrocarril de Guantanamo.

The Marianao Railway also belongs to an English company, with headquarters in London. The original line, belonging to Cubans, was opened in 1863, but liquidated and was transferred to the present owners. The line, only $8\frac{1}{2}$ miles in length, runs from Habana to Marianao, with a branch line to a small village on the coast. During 1894 over 750,000 passengers were carried, this being the chief source of revenue. The carriages are of the American type and are fitted, as well as the locomotives, with the Westinghouse automatic brake; the rails are of steel, weighing 60 pounds per yard.

Ports, interior transportation, etc.—There are 54 ports, of which 15 are open to commerce, and 19 light-houses.

The national carriage is the volante, and no other is used in the country. It consists of a two-seated carriage, slung low down by leather straps from the axle of two large wheels, and has shafts 15 feet long. The horse in the shaft is led by a postilion, whose horse is also harnessed to the carriage with traces. In case of a long and rough journey, a third horse is harnessed on the other side of the shafts in the same manner. The carriage is extremely comfortable to travel in, and the height of the wheels and their distance apart prevent all danger of turning over, although the roads in the country are, for the most part, mere tracks through fields and open land.

Ox carts and pack mules are used for conveying goods in the interior of the island, outside of the railway lines.

Cables.—There are four cable lines connected with Cuba: The International Ocean Telegraph Company has a cable from Habana to Florida; the Cuban Submarine Company has a cable connecting Habana with Santiago de Cuba and Cienfuegos; the West India and Panama Company has a cable connecting Habana with Santiago de Cuba, Jamaica, Puerto Rico, the Lesser Antilles, and the Isthmus of Panama; the Compagnie Française de Cables Sous-Marins has a line connecting Habana with Santiago de Cuba, Haiti, Santo Domingo, Venezuela, and Brazil.

The only three towns in Cuba having cable connections are Havana, Cienfuegos, and Santiago de Cuba.

Telegraphs, telephones, etc.—The telegraph and telephone systems in Cuba belong to the Government, but the latter is farmed out for a limited number of years to a company called the Red Telefonica de la Habana. Nearly all the public and private buildings in the city and suburbs are connected by telephone. The Statesman's Year Book, 1898, says that there are 2,300 miles of telegraph line with 153 offices; messages in 1894, 357,914.

PUERTO RICO.

The island of Puerto Rico, according to a recent report of the British consul (Foreign Office, Annual Series, No. 1917, 1897) has an extent of about 3,668 square miles—35 miles broad and 95 miles long. The Statesman's Year Book, 1898, gives the population (1887) at 813,937, of which over 300,000 are negroes. There are 470 miles of telegraph and 137 miles of railway, besides 170 miles under construction. According to a report by United States Consul Stewart, of San Juan (printed in Special Consular Reports, Highways of Commerce), there are about 150 miles of good road on the island. Elsewhere transportation is effected on horseback. The British report above referred to says that the telephone systems of San Juan, Ponce, and Mayaguez have recently been contracted for by local syndicates. In Ponce a United States company obtained the contract for the material. There are 100 stations already connected, and it is expected that 200 more will be in operation shortly. There have been recent harbor improvements in San Juan.

Commerce.—The Estadística General del Comercio Exterior, Puerto Rico, 1897, gives the following figures (the latest published) in regard to the trade of the island in 1895:

Imports of principal articles.

Articles.	Value. ¹	Articles.	Value. ¹
Coal	\$119, 403	Flour	\$982, 222
Iron	224, 206	Vegetables	192, 918
Soap	238, 525	Olive oil	327, 801
Meat and lard	1, 223, 104	Wine	305, 650
Jerked beef	133, 616	Cheese	324, 137
Fish	1, 591, 418	Other provisions	171, 322
Rice	2, 180, 004	Tobacco (manufactured)	663, 464

¹ United States currency.

Exports of principal articles.

Articles.	Value. ¹	Articles.	Value. ¹
Coffee	\$8, 789, 788	Sugar	\$3, 747, 891
Tobacco	646, 556	Honey	517, 746

¹ United States currency.

The value of the total imports was \$16,155,056, against \$18,316,971 for the preceding year. The exports were valued at \$14,629,494, against \$16,015,665 in 1894. The principal increases in imports, as compared with the preceding year, were in meat, fish, olive oil, and tobacco. Decreases were noted in flour, vegetables, and wine. The exportation of coffee diminished, and that of sugar and honey increased.

United States Consul Hall, in his annual report, which will be found in full in its proper place in Commercial Relations, says that in imports of coal, petroleum, and wood, the United States leads. Porcelain and earthenware, drugs and chemicals, paper and leather, come mostly from Spain, although some paper is also imported from the United States. Galvanized-iron roofing comes from England. Cotton and hemp, woolen goods, and silks come from Spain, Germany, and England. Great Britain and Germany furnish the machinery used in the island, with

the exception of the items of boilers and scales. The principal articles exported to the United States are sugar and molasses.

The trade of the United States with Puerto Rico during the last seven years, as given by United States Treasury figures, was:

Description.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
Imports:							
Free	\$1,856,955	\$3,236,337	\$3,994,673	\$3,126,895	\$375,864	\$48,608	\$101,711
Dutiable	1,307,155	11,670	13,950	8,739	1,131,148	2,248,045	2,079,313
Total.....	3,164,110	3,248,007	4,008,623	3,135,634	1,506,512	2,296,653	2,181,024
Exports:							
Domestic.....	2,112,334	2,808,631	2,502,788	2,705,646	1,820,203	2,080,400	1,964,850
Foreign	42,900	47,372	7,819	14,862	13,341	21,694	24,038
Total.....	2,155,234	2,856,003	2,510,607	2,720,508	1,833,544	2,102,094	1,988,888

The commerce of Spain with Puerto Rico from 1891 to 1896 was:

Description.	1891.	1892.	1893.	1894.	1895.	1896.
Imports from Puerto Rico..	\$3,260,650	\$4,428,891	\$4,108,654	\$4,164,964	\$5,824,694	\$5,423,760
Exports to Puerto Rico.....	3,305,243	3,929,186	4,653,023	5,535,027	8,572,549	7,328,880

The figures from 1891 to 1895 are taken from Spain's Foreign Trade, Frank H. Hitchcock, Department of Agriculture, 1898. The figures for 1896 are from a British foreign office report (Annual Series, No. 2065, 1898).

The trade of Puerto Rico with other countries of importance in 1895, according to the Estadística General del Comercio Exterior, was:

Country.	Imports.	Exports.
Cuba	\$908,283	\$3,610,936
England	1,765,574	1,144,555
France	251,984	1,376,087
Germany	1,368,595	1,181,396
Italy	19,619	689,045
Holland	325,301	8,246
Denmark	26,565	236,418
British West Indies	1,709,117	521,649
Danish West Indies	600	40,434
French West Indies	55	62,927

The British consul says that the principal exports in 1896 were:

Articles.	Quantity.	Articles.	Quantity.
Sugar	54,205 tons..	Timber	30 tons..
Coffee	26,655 do...	Molasses	14,740 do...
Hides	169 do...	Tobacco	1,089 do...
Cattle	3,178 head..		

Owing to the troubled state of affairs in Cuba, continues the report, prices for tobacco have increased enormously in Puerto Rico. A large amount has been planted, and the crop promises well.

SOUTH AMERICA.

The trade between the United States and South American countries in the fiscal years since and including 1888 is given as follows by the Statistical Abstract, United States Treasury:

Merchandise imported into and exported from the United States, by countries, 1888 to 1897.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Argentina:					
Imports—					
Free	\$4,560,071	\$4,134,406	\$3,888,381	\$4,505,828	\$3,921,623
Dutiable	1,842,088	1,320,212	1,513,316	1,470,716	1,422,175
Total	5,902,159	5,454,618	5,401,697	5,976,544	5,343,798
Exports—					
Domestic	6,099,411	8,376,077	8,322,627	2,718,075	2,643,825
Foreign	544,142	917,779	564,850	101,960	284,163
Total	6,643,553	9,293,856	8,887,477	2,820,035	2,927,488
Bolivia:					
Imports—					
Free		2,103	30	3,734	
Dutiable		23			
Total		2,126	30	3,734	
Exports—					
Domestic	21,893	6,838	11,002	6,380	17,036
Foreign	7,706				
Total	29,599	6,838	11,002	6,380	17,036
Brazil:					
Imports—					
Free	46,873,824	55,468,476	57,604,846	80,887,444	118,428,158
Dutiable	6,836,410	4,935,328	1,718,910	2,343,151	205,446
Total	53,710,234	60,403,804	59,318,756	83,230,595	118,633,604
Exports—					
Domestic	7,063,892	9,276,511	11,902,496	14,049,273	14,240,009
Foreign	73,116	74,570	69,718	70,973	51,864
Total	7,137,008	9,351,081	11,972,214	14,120,246	14,291,873
Chile:					
Imports—					
Free	2,638,240	2,543,761	2,987,183	3,261,734	3,179,638
Dutiable	256,280	78,864	196,066	186,556	307,521
Total	2,894,520	2,622,625	3,183,249	3,448,290	3,487,159
Exports—					
Domestic	2,423,303	2,967,254	3,219,465	3,133,991	3,533,342
Foreign	9,918	5,540	6,899	11,634	11,365
Total	2,433,221	2,972,794	3,226,364	3,145,625	3,544,707
Colombia:					
Imports—					
Free	4,244,368	4,225,919	3,570,594	4,747,686	3,641,967
Dutiable	148,800	37,600	4,659	17,668	474,829
Total	4,393,258	4,263,519	3,575,253	4,765,354	4,116,896
Exports—					
Domestic	4,923,259	3,728,961	2,522,351	3,108,989	3,065,466
Foreign	100,621	92,056	63,477	73,655	68,686
Total	5,023,880	3,821,017	2,585,828	3,182,644	3,134,152
Ecuador:					
Imports—					
Free	1,115,552	694,088	533,994	836,078	807,187
Dutiable	3,075	917	1,066	359	2,644
Total	1,118,627	695,005	535,060	836,437	809,831

SOUTH AMERICA: UNITED STATES IMPORTS AND EXPORTS. 143

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Ecuador—Continued.					
Exports—					
Domestic.....	\$810, 567	\$755, 708	\$714, 924	\$902, 738	\$809, 466
Foreign.....	2, 968	503	284	421	604
Total.....	813, 535	756, 211	715, 208	903, 159	810, 070
Falkland Islands:					
Imports—					
Free.....					
Dutiable.....					
Total.....					
Exports—					
Domestic.....					
Foreign.....					
Total.....					
Guianas:					
British—					
Imports—					
Free.....	5, 755	14, 135	1, 659	977, 659	4, 362, 994
Dutiable.....	2, 816, 627	4, 512, 046	4, 325, 316	3, 205, 547	210
Total.....	2, 822, 382	4, 526, 181	4, 326, 975	4, 883, 206	4, 363, 204
Exports—					
Domestic.....	1, 651, 711	1, 643, 249	2, 011, 122	1, 761, 350	1, 885, 542
Foreign.....	65, 700	53, 020	95, 223	97, 392	47, 757
Total.....	1, 717, 411	1, 696, 269	2, 106, 345	1, 858, 742	1, 933, 299
Dutch—					
Imports—					
Free.....	362, 291	375, 285	462, 104	569, 859	570, 135
Dutiable.....	68, 602	84, 958	112, 010	134, 331	58
Total.....	430, 893	460, 243	574, 114	724, 190	570, 193
Exports—					
Domestic.....	264, 096	254, 626	273, 203	249, 704	328, 007
Foreign.....	2, 149	7, 949	6, 316	4, 279	9, 035
Total.....	266, 245	262, 575	279, 519	253, 983	337, 042
French—					
Imports—					
Free.....	6, 772	13, 366	17, 647	46, 520	5, 850
Dutiable.....	5, 652				
Total.....	12, 424	13, 366	17, 647	46, 520	5, 850
Exports—					
Domestic.....	140, 096	140, 768	154, 859	150, 710	149, 777
Foreign.....	6, 671	6, 964	6, 074	5, 244	6, 950
Total.....	146, 767	147, 732	160, 933	155, 954	156, 727
Paraguay:					
Imports—					
Free.....					
Dutiable.....					
Total.....					
Exports—					
Domestic.....					
Foreign.....					
Total.....					
Peru:					
Imports—					
Free.....	306, 113	307, 761	325, 853	369, 405	555, 959
Dutiable.....	927	6, 271	25, 842	17, 113	35, 341
Total.....	306, 040	314, 032	351, 695	386, 518	591, 300

Merchandise imported into and exported from the United States, etc.—Continued.

Countries	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Peru—Continued.					
Exports—					
Domestic.....	\$865, 160	\$773, 244	\$1, 418, 561	\$1, 396, 207	\$1, 002, 977
Foreign.....	5, 011	7, 561	8, 740	3, 784	4, 068
Total.....	870, 171	780, 835	1, 427, 301	1, 399, 991	1, 007, 085
Uruguay:					
Imports—					
Free.....	2, 318, 017	2, 150, 870	1, 723, 357	2, 193, 745	1, 883, 927
Dutiable.....	393, 504	836, 064	31, 546	162, 994	596, 696
Total.....	2, 711, 521	2, 986, 964	1, 754, 903	2, 356, 739	2, 480, 596
Exports—					
Domestic.....	1, 337, 430	2, 027, 383	3, 210, 112	1, 032, 937	907, 067
Foreign.....	121, 902	165, 465	141, 762	43, 638	31, 963
Total.....	1, 459, 332	2, 192, 848	3, 351, 874	1, 076, 575	939, 030
Venezuela:					
Imports—					
Free.....	10, 042, 905	10, 385, 769	10, 960, 770	12, 053, 699	9, 174, 816
Dutiable.....	8, 345	6, 800	5, 995	24, 842	1, 150, 522
Total.....	10, 051, 250	10, 392, 569	10, 966, 765	12, 078, 541	10, 325, 338
Exports—					
Domestic.....	3, 006, 336	3, 703, 705	3, 984, 280	4, 716, 047	3, 901, 908
Foreign.....	30, 179	35, 256	44, 303	66, 909	57, 247
Total.....	3, 036, 515	3, 738, 961	4, 028, 583	4, 784, 956	4, 049, 155
Total South America:					
Imports—					
Free.....	72, 475, 908	80, 315, 939	82, 076, 418	110, 473, 391	146, 532, 244
Dutiable.....	11, 890, 490	11, 819, 113	7, 929, 726	8, 263, 277	4, 195, 615
Total.....	84, 366, 398	92, 135, 052	90, 006, 144	118, 736, 668	150, 727, 759
Exports—					
Domestic.....	28, 609, 144	33, 654, 324	37, 745, 002	33, 226, 401	32, 573, 922
Foreign.....	970, 083	1, 366, 693	1, 007, 646	481, 689	573, 692
Total.....	29, 579, 227	35, 021, 017	38, 752, 648	33, 708, 290	33, 147, 614

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Argentina:					
Imports—					
Free.....	\$3, 843, 843	\$2, 687, 999	\$6, 835, 982	\$8, 934, 244	\$9, 845, 917
Dutiable.....	1, 395, 262	809, 031	839, 288	379, 141	926, 710
Total.....	5, 239, 095	3, 497, 030	7, 675, 270	9, 313, 385	10, 772, 627
Exports—					
Domestic.....	4, 786, 567	4, 563, 418	4, 399, 216	5, 491, 216	5, 045, 202
Foreign.....	193, 129	269, 328	56, 947	487, 830	439, 782
Total.....	4, 979, 696	4, 832, 746	4, 456, 163	5, 979, 046	5, 484, 984
Bolivia:					
Imports—					
Free.....	5, 328				
Dutiable.....	148				
Total.....	5, 476				
Exports—					
Domestic.....	24, 849	10, 071	10, 888	21, 639	5, 155
Foreign.....				68	
Total.....	24, 849	10, 071	10, 888	21, 707	5, 155

SOUTH AMERICA: UNITED STATES IMPORTS AND EXPORTS. 145

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Brazil:					
Imports—					
Free	\$76,008,364	\$79,205,000	\$77,080,854	\$67,277,998	\$66,893,467
Dutiable	218,774	64,499	1,750,622	3,782,048	2,155,922
Total	76,227,138	79,269,499	78,831,476	71,060,046	69,049,389
Exports—					
Domestic	12,839,584	13,827,914	15,135,125	14,222,924	12,406,785
Foreign	48,540	38,092	29,954	35,253	34,280
Total	12,888,124	13,866,006	15,165,079	14,258,187	12,441,065
Chile:					
Imports—					
Free	3,847,588	3,420,985	4,421,948	4,676,781	3,791,686
Dutiable	147,863	115,212	43,713	32,286	748
Total	3,995,451	3,536,197	4,465,661	4,709,017	3,792,434
Exports—					
Domestic	2,971,341	2,262,011	2,789,286	3,424,912	2,587,168
Foreign	9,400	10,519	4,813	6,896	3,371
Total	2,980,831	2,272,530	2,794,099	3,431,808	2,590,539
Colombia:					
Imports—					
Free	1,490,527	1,338,283	3,263,692	4,843,256	4,597,317
Dutiable	2,073,391	896,604	349,990	126,886	133,616
Total	3,572,918	2,234,887	3,713,682	4,970,092	4,730,933
Exports—					
Domestic	3,047,620	2,702,106	2,498,856	3,310,167	3,711,399
Foreign	108,157	82,628	97,446	72,421	95,766
Total	3,155,777	2,784,634	2,596,302	3,382,588	3,807,165
Ecuador:					
Imports—					
Free	958,216	816,012	814,733	763,633	566,307
Dutiable	2,012	473	6,933	10	219
Total	960,228	816,484	811,666	763,643	566,526
Exports—					
Domestic	815,839	759,474	734,426	688,042	734,276
Foreign	1,586	1,704	915	1,374	592
Total	817,425	761,178	735,341	689,416	734,868
Falkland Islands:					
Imports—					
Free					
Dutiable					
Total					
Exports—					
Domestic				688	800
Foreign					
Total				688	800
Guianas:					
British—					
Imports—					
Free	5,028,848	4,223,887	486,375	3,891	4,024
Dutiable	880	83	2,035,329	3,414,687	3,657,932
Total	5,029,728	4,223,970	2,521,704	3,418,578	3,661,956
Exports—					
Domestic	1,953,012	2,360,938	1,684,830	1,719,705	1,532,115
Foreign	47,663	53,782	20,801	29,488	33,821
Total	2,000,675	2,414,720	1,705,631	1,749,193	1,565,936

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Guianas—Continued.					
Dutch—					
Imports—					
Free.....	\$1, 079, 667	\$1, 078, 514	\$723, 246	\$667, 719	\$655, 264
Dutiable.....	43	27	132, 263	289, 528	381, 424
Total.....	1, 079, 710	1, 078, 541	855, 508	957, 247	1, 036, 688
Exports—					
Domestic.....	364, 725	381, 641	338, 687	360, 282	383, 439
Foreign.....	8, 694	9, 216	4, 622	1, 375	807
Total.....	373, 359	390, 857	343, 509	361, 657	384, 336
French—					
Imports—					
Free.....	35, 965	23, 400	25, 065	31, 419	8, 100
Dutiable.....					37
Total.....	35, 965	23, 400	25, 065	31, 419	8, 137
Exports—					
Domestic.....	108, 004	98, 837	83, 017	100, 697	110, 907
Foreign.....	5, 349	7, 020	3, 056	3, 157	2, 767
Total.....	113, 353	105, 857	86, 073	103, 854	113, 674
Paraguay:					
Imports—					
Free.....		887	10, 239		
Dutiable.....		114	35		
Total.....		1, 001	10, 274		
Exports—					
Domestic.....					740
Foreign.....					
Total.....					740
Peru:					
Imports—					
Free.....	811, 872	485, 319	441, 885	697, 951	644, 441
Dutiable.....	7, 296	6, 065	31, 430	14, 745	77, 648
Total.....	819, 168	491, 384	473, 315	712, 696	722, 089
Exports—					
Domestic.....	635, 135	586, 761	626, 897	995, 617	1, 105, 381
Foreign.....	1, 586	4, 616	2, 488	3, 764	3, 055
Total.....	636, 721	591, 377	630, 385	999, 381	1, 108, 436
Uruguay:					
Imports—					
Free.....	1, 535, 880	1, 385, 818	2, 409, 349	3, 236, 255	3, 514, 841
Dutiable.....	87, 500	33, 755	290, 299	6, 173	213
Total.....	1, 623, 380	1, 419, 573	2, 699, 648	3, 242, 428	3, 515, 054
Exports—					
Domestic.....	902, 144	971, 547	1, 240, 025	1, 401, 073	1, 045, 266
Foreign.....	58, 462	43, 624	21, 976	80, 127	168, 160
Total.....	960, 606	1, 015, 171	1, 262, 001	1, 481, 200	1, 213, 426
Venezuela:					
Imports—					
Free.....	454, 122	189, 483	9, 117, 079	9, 644, 399	9, 540, 050
Dutiable.....	3, 170, 996	3, 274, 998	966, 872	5, 512	3, 522
Total.....	3, 625, 118	3, 464, 481	10, 073, 951	9, 694, 911	9, 543, 572
Exports—					
Domestic.....	4, 142, 051	4, 089, 732	3, 706, 978	3, 780, 715	3, 876, 184
Foreign.....	65, 610	47, 431	33, 486	58, 031	41, 338
Total.....	4, 207, 661	4, 137, 163	3, 740, 464	3, 838, 746	3, 417, 522

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Total South America:					
Imports—					
Free.....	\$95, 109, 220	\$94, 046, 247	\$105, 730, 347	\$100, 797, 546	\$100, 051, 414
Dutiable.....	7, 098, 595	5, 200, 880	6, 436, 773	8, 050, 911	7, 337, 991
Total.....	102, 207, 815	100, 147, 107	112, 167, 120	108, 828, 462	107, 389, 405
Exports—					
Domestic.....	32, 090, 871	32, 644, 450	33, 248, 231	35, 517, 887	32, 944, 816
Foreign.....	548, 205	567, 860	277, 704	779, 784	823, 827
Total.....	32, 639, 077	33, 212, 310	33, 525, 935	36, 297, 671	33, 768, 646

ARGENTINE REPUBLIC.

The total imports, says Vice-Consul Chute, of Buenos Ayres, amounted in 1896 to \$112,058,002, and the exports to \$115,670,964. The trade with the principal countries was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Germany.....	\$12, 895, 065	\$13, 332, 785	United States.....	\$11, 210, 475	\$6, 401, 312
Belgium.....	8, 453, 200	12, 062, 348	France.....	12, 028, 514	23, 654, 976
Brazil.....	5, 152, 621	9, 841, 480	Italy.....	11, 394, 910	3, 897, 059
Spain.....	3, 007, 207	1, 166, 400	United Kingdom.....	44, 729, 966	14, 388, 761

In tables giving the comparative trade for the first six months of 1896 and 1897, the vice-consul shows that the trade with Germany and the United States has increased, and that with Belgium and the United Kingdom has decreased. There was a decrease in the total imports, for the period under consideration, of nearly \$2,000,000, and a decrease in the exports of over \$5,000,000. The decrease in imports, says Mr. Chute, would have been heavier had it not been for the increase in the importation of railway materials, which figure in the returns of one custom-house as \$9,600,000 in the first half of 1897 as against \$8,200,000 in the first half of 1896. The decrease in the exports is mainly attributable to the loss in the crops. The extent of this Mr. Chute shows by the following figures: Decrease in value of grain exported, 44 per cent; in wheat, 80 per cent; in maize, 48 per cent, and in linseed, 29 per cent. In other articles of export, wool and hides show an increase, and hides have experienced a remarkable rise in value.

There has been a decided increase of exports to the United States, but the imports from that country have gained only about \$50,000.

This Mr. Chute attributes to the system of sending agents with samples only, without stocks to meet immediate requirements. He advises the establishment of branch houses in the country. If properly handled, he says, United States goods would constitute a fair share of the imports into the Argentine Republic. There will soon be many openings for United States enterprise. Electric appliances of all kinds will be in demand; bicycles are being introduced, and everyone prefers the United States machine when they can obtain it; drugs, musical and fancy articles, plated ware, mining machinery and outfits, etc., find a good market. Agricultural machinery, tram and railway material, says Mr. Chute, of course hold their own on their superior merits, but

there must be many industries in the United States, the products of which are unknown to the Argentine Republic, but which would undoubtedly be well received. According to a new law, mining machinery and tools will be admitted free of duty during ten years.

New lines of railway, continues the vice-consul, are being constructed. The most important is that of the Southern Railway from Bahia Blanca to the River Neuquen, at its confluence with the Limay and Rio Negro. The total length will be nearly 373 miles, and a third is now opened to traffic. Such facilities for the transport of pastoral products have necessarily enhanced the value of grazing lands, which hitherto were comparatively worthless. This extension to the Neuquen, he says, is understood to be part of a line which will go as far south as the lake of Nahull-Haupi, developing a country rich in pastures and probably in minerals. Another important extension is that of the Western Railway, from Trenquelanquen to Toay, 106 miles, which has opened up the "pampa central," where numerous sheep raisers have been attracted by the cheapness of land.

Mr. Chute speaks of the probability of the extensive tram system undergoing a change in motive power by the substitution of electric for horse traction. Already, he says, two electric lines are being worked on trial. They are under United States management. There are numerous applications before the authorities to construct electric tramways, and in the transformation of the old and the building of new lines United States manufacturers have a good opportunity.

Sheep raising, says the vice-consul, has been much extended of late years. The wheat crop for this season promises well; it is probable that 1,000,000 tons of wheat from the province of Santa Fe alone will be available for export in January and February. Important port works are in progress at Buenos Ayres. Extensive warehouses have been completed, and every convenience is afforded for handling cargoes. The whole is lighted by electricity. The channel, however, requires further excavation before ocean steamers can arrive and leave at all times.

Vice-Consul Thorn of Cordoba says:

The capitalists of the United States could easily control the commerce of all South and Central America by taking in hand the completion of the few thousand miles of railway still needed to join New York and Buenos Ayres. The ports, at present, are hopelessly given over to Europeans, but this inside track would be exclusively our own, and would give us an enormous advantage.

BOLIVIA.

A report from Vice-Consul Zalles, of La Paz, says that woolen and cotton goods, hardware, and provisions appear to be the chief articles of import. Coffee and rubber, gold and silver, copper and tin, are exported. Minister Moonlight says that the trade of Bolivia is almost entirely with Europe; but little business is done with the United States, for the reasons, given by business men, that prices are too high, terms not sufficiently elastic, transportation more costly, and the packing unsuited to inland transportation by mules and horses.

In the Commercial Directory issued by the Bureau of American Republics (1897-98), Vol. I, the imports into Bolivia in 1894 are estimated at between \$2,600,000 and \$2,900,000, and the exports at \$9,647,800. Silver was the most valuable export, amounting to \$7,603,000.

A paragraph in the *Revue du Commerce Extérieur*, Paris, June 5, 1897, says that the consul-general of Belgium at Santiago reports that the Bolivian Government has granted the concession for a railway, to start from the port on the Pacific which Bolivia obtained from Chile by a recent treaty. The road will pass through Orouro and end at Cochabamba. Work on the road will be begun three months after the plans are approved, which must be presented within six months after the contract is signed. A length of 75 kilometers (46.6 miles) must be opened to traffic annually. The Government guarantees an interest of 6 per cent on the capital.

BRAZIL.

In the absence of statistics as to the general trade of Brazil, the following table, showing the commerce with the principal countries in 1896, has been compiled from the official returns of the countries named:

Countries.	Imports into Brasil.	Exports from Brasil.
United Kingdom.....	\$33,939,600	\$19,700,800
Belgium.....	10,584,530	14,119,700
Germany.....	15,716,330	28,054,480
France.....	21,037,000	24,511,000
United States.....	14,258,180	71,080,640

"The increase of trade in the last two years," says Consul Matthews, of Para, "is proven by the fact that the custom-house has been doubled in size to meet the requirements. As transportation is the first necessity after capital in commerce," he continues, "I will state that there are ninety steamers employed in the river traffic and six tugs." On account of the low rate of exchange, which has had the effect of augmenting the cost of all importations in the line of dry goods, domestic manufactures at Rio de Janeiro, Maranhão, and other places have been able to secure a large part of this trade, which has naturally lessened the demand for United States goods. Knives, nails, cutlery, and firearms are furnished largely by United States manufacturers. All that have been tried have grown in favor and have successfully competed with English and German articles, although German hardware is so cheap that there is a demand for it. Sewing machines, flour, kerosene, bacon, lard, and lumber for rubber boxes come almost exclusively from the United States. Although wood-working machinery is much needed, little is imported. Boots and shoes of United States manufacture have found but little favor, since samples of only the cheaper grades have been introduced. The shoe merchants claim that the articles are inferior to those of English, Austrian, and French manufacture, both in style and durability. "I am certain," says the consul, "that if our large manufacturers would cultivate this market persistently, they would succeed in establishing trade relations that would repay them for all expense and trouble incurred."

The United States, he points out, has an advantage in freight rates over Europe, on account of the difference in distance, of nearly 20 per cent. Increased transportation facilities are much needed, as complaints are frequent that freight has been left on the docks on account of the incapacity of steamers to transport the same.

Drugs and chemicals, adds Mr. Matthews, come from Europe, as well

as men's furnishing goods and articles in that line. Europe secures more trade, not only on account of cheaper prices, but also because foreign firms keep samples of their goods in the hands of energetic resident agents.

In a subsequent report the consul speaks of the advisability of establishing a steamship line between New York and Brazilian ports. It would pay, he thinks, if conducted on the same lines as the English companies now doing business with Para and Manaos, and will be necessary if the United States desires to retain her share of the trade. That Europe already has an advantage from direct communication, he adds, is evidenced by the fact that a German house doing business on United States capital and importing 85,000 packages per month, boasts that it imports almost exclusively from Germany.

CHILE.

A British foreign office report gives the following statistics as to the commerce of Chile in 1896 and in the first six months of 1897. The imports in 1896 were \$57,006,000, against \$53,254,000 in 1895. The exports were \$57,019,500, against \$56,160,400 in the previous year. The trade with the principal countries in 1896 was:

Countries.	Imports.	Exports.
Great Britain.....	\$23, 276, 600	\$39, 691, 900
Germany	15, 452, 290	7, 705, 700
France	2, 180, 900	2, 087, 000
United States	5, 237, 900	1, 654, 500

The imports for the first six months of 1897 were valued at \$24,649,100 and the exports at \$20,773,880.

In the important item of cotton goods, the imports in 1896 amounted to \$6,544,600, nearly \$300,000 less than in 1895. In this line, Great Britain had 72.44 per cent, Germany 21.92 per cent, the United States 3.22 per cent, and France 2.32 per cent. Although the proportion of France and the United States is small, both these countries more than doubled their trade of the previous year. Great Britain lost ground in gray drills, white shirtings, cotton prints, and domestics, and the United States increased its trade in every one of these items. Germany is losing the market in these lines, but takes the lead in woolen goods, sending 49.24 per cent, against 43.54 per cent from Great Britain and 6.78 per cent from France. There has been a large decrease in the imports of bar and sheet steel. The principal engineering firms in Valparaiso closed their works, and considerable disappointment was expressed when the Government sanctioned the purchase of some locomotives from the United States, as it was thought that the order should have been placed with the local firms. In steel rails, there was a decrease in the imports from Great Britain of \$400,000 and an increase from the United States of over \$200,000 in 1896. The trade in bar and pig iron is chiefly British, as well as in galvanized iron. Germany and Great Britain supply wire and iron tubing, and Germany candles, glassware, and printing paper.

Nitrate is the most valuable article of export. The shipments to Great Britain and Germany increased during the year under consideration, but there was a decrease to France and the United States.

A correspondent writes from Santiago to the *Revue du Commerce Extérieur*, Paris, September 4, 1897:

A better knowledge of the habits of the Chilean people would be to the profit of French tradesmen. Chile is an organized country. Its constitution guarantees to all inhabitants, native or foreign, personal liberty, equality in law, proportional division of taxes, freedom in education, in the press, in commerce and industry. There are no monopolies, no privileges for individuals or societies. Patents last for ten years. Legal interest is 6 per cent; no rate can be more than 8 per cent. Contracts, the value of which is over 200 piasters, should be made in writing before a notary; proof by witnesses is not allowed. Current accounts should be made according to an established form. Commercial securities, large loans, and all maritime conventions should be legalized in the same way. The usurpation of trade-marks, etc., is legally punishable, but in practice frauds against commercial and industrial property are tolerated. Civil and commercial procedures are almost interminable, and involve loss of time and money. It is much better to settle the matter by arbitration, which is also authorized and sanctioned by law. The Anglo-Saxons, with their practical business sense, have found the way of reducing legal expenses to a minimum. They make arrangements with lawyers, to whom they pay annuities contracted for in advance, and make no transactions out of the daily routine without consulting these legal advisers. Instead of hampering business relations, these arrangements facilitate them.

The taste of the Chileans has an individuality, which does not mean that it is difficult to please. Most of the people live from day to day, working little, saving nothing at all, spending money on useless things. The women, even those belonging to the poorer classes, like special ornaments; the men like certain sorts of cloth, certain colors, and will accept no others. The price of an article is a matter of secondary importance to them. If their taste is satisfied, they pay without question.

An article in the same journal, in its edition of September 18, 1897, says that the agricultural season in Chile is promising, abundant rains having had favorable effect upon the cereals. The working of the mines of copper and manganese continues actively. The exportation of nitrate has increased in consequence of the rise in price of that article. Two important negotiations have just been concluded. A French syndicate is to undertake the construction of the railway from Melipilla to Valparaiso, and will receive for the work £2,000,000 (\$9,733,000) in $4\frac{1}{2}$ bonds. Another syndicate, composed of English and German houses, is to take charge of the electric lighting of Santiago and of the electric railways in service in the city. The motive power will be taken from the river Maipo. Some 26,000,000 marks (\$6,188,000) are already invested in the enterprise, and the work will be begun at once. There are a number of water currents in Chile having a fall sufficient to develop electric power, which will doubtless be utilized in the development of national industry.

COLOMBIA.

Consul Bidlake, of Barranquilla, gives the following table of imports through that port for the six months ending June 30, 1897:

Country.	Value.	Country.	Value.
Great Britain	\$1,689,628	Italy	\$55,983
France	1,064,396	Holland	39,601
United States	789,578	Belgium	8,858
Germany	740,024		
Spain	135,298	Total	4,463,379

"Spain," says the consul, "is credited with \$25,549 of imports from Cuba. The exports for the same period were as follows: To the United States, \$1,271,939; to Europe, \$2,604,687; total, \$3,876,626. Of this amount \$3,267 of the exports to the United States and \$967,218 of the

exports to Europe were in precious metals. Coffee, hides, orchids, rubber, cotton, dividivi, and cedar logs were among the chief articles of export." The following summary is made of the principal points of interest in Consul Bidlake's report:

PACKING.

United States manufacturers do not compare favorably with European firms in packing. Merchants complain that they can not deal directly with the manufacturer, as he knows nothing about packing for this market, and that they are compelled to buy through commission firms who repack before forwarding. Duty is collected on the gross weight of the package, and there should be no unnecessary weight. If the merchandise is intended for the coast, the packages may weigh up to 550 pounds; extra freight is charged on the railroads for goods over that weight. If the merchandise is meant for the interior it must not weigh more than 125 pounds to the case, excepting for Medellin, where packages weighing 165 pounds may be sent, and for Bogota, 175 pounds. Each case must be marked plainly, with its number, mark, and gross weight in kilos; it should be of such shape that it can be conveniently transported on muleback, and covered so as to keep dry. Heavy articles, such as pianos, are carried on men's shoulders or slung between cattle from the port of disembarkation to their destination. France and Germany send pianos in five pieces, each piece in a tin-lined and soldered box, and of such a shape that it can be easily carried on muleback. Cotton goods should be baled first in gray cloth, then in oilcloth, and last in burlap, with at least two bands of hoop iron around the bale; if for the coast, it may weigh up to 275 pounds. Drillings, etc., are baled in the same manner, but may weigh up to 550 pounds.

ARTICLES OF IMPORT.

Locomotives.—Most of the railroads are 3-foot gauge; the maximum gradient is 4 per cent, and the minimum radius of curvature about 222 feet, or a 26-degree curve. The rails are light, averaging from 30 to 47 pounds per yard. As a rule the maximum speed required is not over 20 miles per hour; the weight of engines varies from 4 to 25 tons, the usual weight being 15 to 20 tons. Besides meeting the above track requirements, an engine for Colombia should be built with the expectation that it will be derailed frequently and receive rough usage generally. The heavy rains, lack of ballast, light rails, and quick-rotting cross-ties should be taken into consideration by the locomotive builder. The most common types of locomotives in the country are the light four-wheelers, all drivers, and the four drivers with two bogie truck wheels ahead. The locomotive should be made of the best material, so that its endurance may be an advertisement to the maker. Wood is the general fuel, and spark arresters are a necessity. Injectors should be simple and able to lift hot water.

Prints.—Cotton prints must be in lengths of 30 yards and 22 inches wide; prints worth 4½ cents and up should be in lengths of 10 and 30 yards, and widths of 28 to 30 inches, each piece folded in white or ornamented paper.

Shoes.—Only those for women and children are imported, and are of the French style, costing from \$9.60 to \$16 a dozen for women's and \$4.60 to \$9 for children's. Men's shoes are manufactured in the country, the uppers only being imported. Sole leather is made in the country and exported to some extent.

Tools.—Those from the United States are preferred to European ones; they are of better quality, but more expensive. The machete may be taken as an example; the Collins machete is the standard throughout South America. It costs \$10.50. Germany makes an exact copy, of good material, and offers to replace it should it break, at \$8.50.

Furniture.—All furniture is imported, the cheap grades of chairs, cane seats, from the United States and Bohemia. The Austrian chairs cost \$1.25 up, with discount; they are light, cool, suited to the climate, and are popular. Furniture of this class comes knocked down, each piece well wrapped with straw and covered with burlap, with one iron band lengthway on the bale, in bales of 125 pounds.

Bicycles.—There are only 70 wheels in Barranquilla—66 American, 3 English, and 1 Italian. The best bicycle towns of Colombia are Bogota, Medellin, and Cartagena.

Electrical supplies.—Lamps can be obtained from Italy at lower rates than from the United States. The manager of the electric-light plant in Barranquilla says that lamps of 3.1 watts candlepower can be obtained in Italy at 10 cents, and the cheapest offer from the United States is 18 cents. He also says that wire can be bought in Germany from 10 to 15 per cent less than in the United States. There are

electric plants in Panama, Cartagena, Santa Marta, Bucaramanga, and Barranquilla. Plants are being installed in Medellin and Bogota; the latter will cost half a million and has been purchased in Europe.

COMMERCIAL TRAVELERS.

Travelers should always bring letters of introduction to local firms. When samples are brought a complete list of what each case contains must be kept. This must be presented to the custom-house on arrival and an assessment deposited. On leaving the country, if the cases are found to correspond with the manifests, the money is returned.

CREDITS.

The chief commercial houses are of German nationality, and have existed for forty years. They receive periodically reinforcements of clerks from Germany, men who have received a mercantile education, and who have a knowledge of English, French, and Spanish. After serving a certain term, they retire and new ones arrive. The system insures a well-drilled personnel, and also support from large firms in Bremen and Hamburg, which grant large credits and long time. Six to nine months is usually given, with 4 to 8 per cent interest.

TRANSPORTATION.

In the interior, transportation is entirely by river boat and muleback. From Barranquilla to Bogota takes 14 days; to Oania, 6; Bucaramanga, 11; Medellin, 10½. This is the time for passengers. The quickest freights take three times that long.

IMPROVEMENTS.

United States enterprise is interested in a railroad to be built from the Magdalena River to Bucaramanga. It is to be completed in six years, and will be of great benefit to coffee planters. The road from La Maria to Arrancaplumas, 20 miles long, has been finished this year. This route avoids crossing the river. The steel pier at Sabanilla Bay is 4,000 feet long, with room for five vessels at once.

Consul Herran, of Medellin, says that the principal importations from the United States into that district from January to June, 1897, were: Flour, 913,160 pounds avoirdupois; lard, 46,195 pounds; petroleum, 43,391 pounds; electric-light supplies, 148,355 pounds.

Consul-General Gudger, of Panama, says:

Owing to high freight rates from the United States, all goods should be compactly packed. England and Austria send shoes to this market in smaller and lighter boxes than those used by manufacturers in the United States. European houses give from sixty to ninety days after receipt of goods, and United States firms do not extend like credit. This is in favor of the English merchants. * * * The popularity of United States shoes has decidedly increased. * * * This is owing to their superior shape, workmanship, and quality of material, while the prices compare favorably with those of other countries.

A report from the acting consul-general of Great Britain at Bogota contains the following paragraphs, which will be found of interest to American manufacturers:

In view of certain clauses of the recent United States tariff law, a determined attempt will perhaps be made by that country to secure more trade with Colombia, the chief obstacles hitherto existing having been the higher cost of production in the United States and the refusals to grant the long terms of credit customary in Bogota.

In cotton, linen, or cloth goods, I do not think United States competition need at present be feared. The danger is more likely to come from trade in iron, steel, railway materials and rolling stock, bridges, etc.; not only in the heavy materials, but also in such small articles as steel tools, saws, files, and rasps, meat choppers, wire nails, etc. Now that coffee and sugar planting is increasing, and more especially the proper drying and preparing of the former and refining of the latter, machinery for these purposes deserves the attention of Great Britain. Some excellent wheat is also being grown, and flour mills have been erected in certain districts. Architectural sheet-iron work, roofing, etc., and barbed wire are already supplied from the States, as are also bicycles, sewing machines, clocks, false jewelry, candles, electrical appliances, etc.

ECUADOR.

A report from Consul-General Dillard, of Guayaquil, gives figures which show that the exports from that port for the first six months of 1897 were valued at \$2,230,050, and consisted chiefly of cacao, coffee, rubber, hides, and Panama hats. The exports to the principal countries were:

Articles.	France.	Germany.	Spain.	England.	United States.
Cacao	\$764,152	\$383,728	\$284,535	\$253,511	\$175,244
Coffee	44,047	20,698	2,360	6,630	4,953
Rubber	9,826	13,808	.....	87	38,680
Hides	8,782	368	.....	644	18,882
Tagna-Ivory nuts	5,900	16,476	.....	.....	960
Fine Panama hats .....	.....	.....	.....	.....	9,062
Ordinary Panama hats .....	.....	.....	.....	.....	2,153

Panama hats were largely exported to Central America.

The chancellor of the French legation in Ecuador sent to the *Moniteur Officiel du Commerce*, Paris, the following report, published on May 6, 1897:

On account of political troubles, the Government of this country has printed no statistics; but so far as I am able to learn, the commerce of Ecuador showed a decrease in 1894. I give a table of imports according to countries for the years 1894 and 1893:

Countries.	1894.		1893.	
	Francs.		Francs.	
France	8,889,560	\$1,715,635	10,410,060	\$2,009,141
Germany	7,302,838	1,409,447	8,439,349	1,628,794
England	13,282,506	2,563,523	15,268,021	2,940,728
United States	8,361,597	1,612,788	10,025,701	1,934,960
Italy	521,100	100,572	593,180	114,483

This decrease in imports from all nations is due to the fact that the market was overstocked with supplies of previous years. The United States sends the largest quantities of goods, but the imports from England and France are of greater value.

There was a notable decrease in the exports of cacao, due in part to a disease called "mancha," which ravaged the plants during the year. The price fell from 83 francs (\$16) per quintal (220.46 pounds) to 72 francs (\$13.89) per quintal in 1894. The total value of cacao exported during the year was 27,017,800 francs (\$5,214,435). The exports of coffee, on the other hand, increased over 1,000,000 francs—the total exports being over 5,183,500 francs (\$1,000,415). Other exports were as follows (in round numbers):

Articles.	Value.	
	Francs.	
Raw hides	640,000	\$123,520
Rubber	1,255,000	242,215
Vegetable ivory	1,845,000	356,085
Straw hats	775,000	149,575
Tobacco	112,000	21,616

Trade would be much facilitated in Ecuador if there were better roads. There is no direct means of communication between the northern provinces and the coast, and the transportation of baggage by means of mule teams is costly and slow; about 45 francs (nearly \$9) per 100 kilograms (220.46 pounds) is charged. Apart from the principal road which connects Guayaquil to the capital via Babahoyo, and that leading from Guayaquil to Cuenca, the other routes are impassable in rainy

weather. The railroad from Duran to Puente de Chimbo (59 miles) has been repaired, and the last 2 miles completed. A plan to continue it to Sibambe is under consideration, and it is thought that the Government will carry it out.

The same publication gives the following details (from a report by the French consul-general at Quito) relative to the imports into Ecuador in 1893:

Chemical products.—There is no establishment for the manufacture of chemical products in Ecuador. In 1893, the imports amounted to 813,021 kilograms (1,792,386 pounds), with a value of 1,566,786 francs (\$303,389). Pharmaceutical products, perfumery, and essences came from France, Germany, and England; aniline and other dyes, which are used in coloring the cloth made in the country, came from France and Germany, as well as chemical products, such as colors, cements, etc., used in the construction of buildings.

Glass and pottery.—There is no glass or pottery manufactured in Ecuador. In 1893 the imports were 765,553 kilograms (1,687,738 pounds), valued at 928,531 francs (\$179,306). The imports were principally from France and Belgium. Germany furnished a few articles of a cheaper grade.

Iron and steel, hardware, tools, lighting and heating apparatus.—These articles must also be imported, although there are a few foundries where repairs are made. The lack of refractory materials is an obstacle to the development of foundries in this country. Iron and steel come principally from England. The United States furnishes most of the hardware, nails, locks, tools, etc., used in Ecuador. Household utensils in enameled iron find a ready market, as they are employed universally, and there is little danger of breaking them. Kerosene or petroleum lamps are used for lighting. Ordinary lamps are imported from the United States and Germany and the better varieties from France. On account of the climate, there is little demand for heating apparatus. The industrial machinery (machines for spinning and weaving, for use in mills and chocolate manufactories) comes from France. The importations in 1893 were: Hardware and iron, 3,802,258 kilograms (8,382,457 pounds), valued at 4,264,027 francs (\$822,957); machinery, 286,564 kilograms (631,757 pounds), valued at 648,392 francs (\$125,139).

Furniture.—The furniture in use is mostly manufactured in the country. Easy chairs are imported from Germany and Austria and art furniture from France.

Articles of jute, hemp, linen, cotton, woolen, and silk.—Ecuador possesses factories for spinning and weaving woolen, cotton, and linen goods. The chief ones are situated at Chillo, near Quito. Water is the motive power. The products find a ready market in the country, and are exported to Colombia, Venezuela, Peru, and Bolivia. Impermeable cloth and other woven products, such as belts, carpets, etc., are manufactured. Nevertheless, the importation of different tissues amounted to 2,815,068 kilograms (6,202,143 pounds), valued at 15,272,762 francs (\$2,947,643). The United States sent calicoes and cottons, and France wools and silks.

Clothing, hats, and foot wear.—These articles are mainly manufactured in the country, but 19,127 kilograms (42,167 pounds), worth 342,596 francs (\$66,121), of shoes and shoemakers' articles were imported from France and Germany; 135,156 kilograms (297,964 pounds), valued at 1,716,838 francs (\$331,348), of clothing came from France; and there were imported 16,611 kilograms (36,720 pounds) of felt and straw hats (especially the former), valued at 384,245 francs (\$74,157), chiefly from France and Germany. Silk hats are much worn in Ecuador, but only cheap articles are sold.

Laces, embroideries, and passementeries.—Ecuador manufactures most of the lace and embroidery used in the country. The small quantity imported comes from France.

Paper and office furnishings.—The following shows the imports in 1893:

Articles.	Country of origin.	Weight.		Value.	
		Kilograms.	Pounds.	Francs.	Dollars.
Books, etc	Spain and France	81, 042	178, 065	353, 616	\$69, 212
Paper and office articles	France and Germany	445, 261	981, 622	837, 096	161, 609

Leather articles.—Ecuador sends to the United States and France skins and articles of leather. In 1893 the export amounted to 620,162 kilograms (1,367,202 pounds), valued at 775,717 francs (\$149,913). The skins were raw, salted, and tanned, and there is a fair demand for them. The imports—mainly from England, France, and Germany—amounted to the value of 419,324 francs (\$80,929). There are no large native tanneries. The proprietor of each hacienda tans skins according to the old methods.

Oils, soap, and candles.—These are not produced or manufactured in the country. The import—principally from France, Germany, and Holland—was valued at 1,345,969 francs (\$259,772).

Alimentary products.—The value of the import in 1893 was 8,158,095 francs (\$1,574,507). France supplied the greater portion, but the United States is beginning to furnish some articles; sugar should be especially mentioned.

Wine, beer, and spirits.—The beer for home consumption is made in Ecuador. A small quantity of German beer is imported. The larger part of the imports, valued in 1893 at 4,730,086 francs (\$912,906), came from France.

General remarks.—There is a good market here for all European products, on the condition that they are cheap. This consideration is more important for the purchaser than the quality. Trade is transacted chiefly by commercial travelers.

FALKLAND ISLANDS.

Consul Miller, of Port Stanley, reports that though there is no direct trade with the United States, about \$10,000 worth of goods come via England, chiefly petroleum, canned meats and fruits, tobacco, and sewing machines. Carpenters' tools of United States make are preferred, but can not be conveniently obtained. No wagons or agricultural implements are used, except wheelbarrows, spades, and hoes. Imported goods should show the country of origin.

THE GUIANAS.

British Guiana.—Consul Patterson, of Demerara, says that the colony is in a depressed business condition on account of the decrease in exports of the staple product—sugar. Only two-fifths the amount sent out in 1889 was exported in 1896-97. The following table of exports is given:

Articles.	United Kingdom.	United States.	British colonies.	Other countries.
Sugar	\$1,479,797	\$3,726,113	\$62,042	\$4,357
Rum	571,447		34,535	10,540
Molasses			12,962	29,914
Gold	2,237,486			
Timber	140,769			7,839

Rum was also exported to the West Indies to the value of \$40,727, and molasses to the West Indies to the value of \$57,678. To the exports of sugar, says the consul, should be added about 8,000 tons sent to England and afterwards shipped to the United States, making the exports to the United States upward of \$4,000,000, or four-fifths of the sugar produced in the colony.

The imports, continues Mr. Patterson, amounted to \$6,440,207, a decrease from last year of \$488,847. Of this amount, \$392,099 is in imports from the United States, while the United Kingdom shows a loss of \$29,376. Imports from the principal countries were:

Countries.	Value.	Countries.	Value.
United Kingdom	\$3,761,746	Holland	\$63,093
United States	1,438,805	Portuguese possessions	47,348
British North America	415,767	France	38,578
East Indies	380,409	Spain and possessions	16,603
British West Indies	146,020	French Guiana	16,438
Dutch Guiana	74,887	Venezuela	14,072

The English, says the consul, have the market in bicycles. The trouble with the United States wheel is that the rim is of wood, which is affected by the climate; and cheap wheels have been imported, to the detriment of the trade. With metal rims and a good quality of bicycle, the United States would control the market. The colony, he adds, is well adapted to cycling, as the country is level and the roads good.

During the past year, a line of railroad about 18 miles long, connecting the Essequibo and Demerara rivers, has been opened to traffic. An extension of the Demerara road, connecting Georgetown with New Amsterdam and Plantation Philadelphia, some 60 miles in length, is now under construction.

Dutch Guiana.—Vice-Consul Van Praag, of Paramaribo, reports an improvement in trade in the year 1897. There has been a decrease in imports, however, for the first six months, as compared with a like period of 1896. The trade by countries in 1895 and 1896 was:

Countries.	1895.	1896.
United States.....	\$398,904	\$439,045
Holland.....	1,172,128	1,156,636
England.....	398,904	186,846
Other countries.....	286,313	351,543
Total	2,081,210	2,134,070

United States exporters, says the vice-consul, must adopt some means of making their goods known. Ignorance of quality and price has caused the largest coffee planters to order their machinery from Europe, although it could doubtless have been obtained to better advantage in the United States. German bicycles are principally imported—a fair number in 1896. They are mostly cheap—from \$40 to \$50.

The exports of the principal articles were: Balata, \$167,682; cocoa, \$620,883; sugar, \$382,228. The United States received \$68,020 of balata, \$488,137 of cocoa, and \$292,379 of sugar. The figures for the first six months of 1897 show a decrease in all these articles. In 1896 223,863 pounds of coffee were exported (all to Holland), and in the first half of 1897, 183,151 pounds.

The prospects for gold mining, says Mr. Van Praag, are favorable. There is an opening for mining machinery and for steam launches.

An immense hydraulic work has been begun, i. e., the reclaiming of a large tract of land between the Surinam and Saramaca rivers.

French Guiana.—A report on the commerce of the colony in 1896 appeared in Commercial Relations, 1895-96, Vol. II, appendix. It appears that the imports amounted to \$1,670,867, and the exports to \$1,735,735. Most of the trade is with France. The United States sends lumber, salt beef and pork, lard, oleomargarine and butter, flour, corn, hay, oats, vegetables, ham, sewing machines (a small number), fish, corned beef, etc.

From Switzerland and Germany, come a few clocks and watches, ironmongery, and colored handkerchiefs.

England sends cotton goods, embroidery and laces (common), groceries, beer, corrugated iron, etc.

The imports from France include salt meat, flour, vegetables, beer, biscuits, oats, butter, lard, condensed milk, wrought iron, lime, coal, bricks, cement, wines, spirits, candies, soap, olive oil, machine and paint oil, clothing, shoes, jewelry, embroidery, lace, etc.

The value of the native gold exported in 1896 was \$1,647,285.

PARAGUAY.

A report from the British consul at Asuncion gives the imports and exports for 1894 and 1895 as follows:

	Imports.	Exports.
1894.....	\$2, 222, 202	\$11, 100, 567
1895.....	2, 460, 050	12, 728, 626

The above figures are given in gold dollars. Germany sends most of the imports, and Great Britain has the second place. Gray cloth, made in Manchester, is used extensively in the country; cheap muslins and prints and sewing cotton also come from England. Germany supplies shawls of mixed wool and cotton, ponchos, calico, and hardware. About 10,000 boxes of kerosene come annually from the United States. United States Consul Ruffin, of Asuncion, says that most of the agricultural implements come from the United States. There is a demand for nut-cracking, rice-hulling, and coffee-shelling machines. He thinks soda fountains would sell well, on account of the warm climate. A great many straws are imported from the United States, and are used for drinking lemonade, etc. There is a good opening, the consul thinks, for the importation of sheath knives and daggers, which are widely used. Germany now supplies most of them.

Vice-Consul Flagg, of Asuncion, says that it is gratifying to note the yearly increase of imports from the United States. The articles are principally of a useful character, such as agricultural machinery, cutlery, sewing machines, air motors, lamps, and household utensils. Cotton cloth and calico from the United States, he says, are also beginning to have a greater sale, and the fact that they are imitated by European houses shows that their superiority is recognized. Many of the merchants in Paraguay, however, are not acquainted with them, and since a beginning in the importation has been made, a little energy on the part of United States manufacturers would establish a trade which, though not large, would be permanent. The demand for sewing machines promises to be steady.

The advantage of direct communication with the United States, continues Mr. Flagg, has been recognized since 1894, when trade with the River Plate Republics began to increase. Certain articles are now brought directly that formerly came via Europe. Sewing machines enter free of customs duty, and have practically driven all imitations from the Asuncion market. The genuine article, he says, sells cheaper than the imitation; in fact, it can be bought for less there than in New York. In regard to bicycles, the country is not yet ready for them. A good bicycle, says the vice-consul, costs as much as four ponies, and to keep it in repair would be quite expensive. Asuncion is paved with sharp-edged stones, and the unpaved roads are composed of loose sand. On the other hand, the consul thinks that there is a good opening for motor appliances. The scenery, he says, is beautiful, and the people are fond of excursions, but the only means of transportation at present consists of mules and inefficient steam motors. An electric tram line, he thinks, would be welcomed with delight.

The Mercantile Bank of Paraguay has established financial relations with New York, and drafts can now be purchased and sold directly. European houses usually give six months' credit, dating from receipt of goods by the consignee, though there are houses in Paraguay that

do not care to ask credit. The greatest drawback to United States trade, the writer thinks, is that the United States does not take Paraguayan products in payment for exports to that country.

"There are no laws," continues the report, "requiring goods to be marked so as to show the country of origin. It would be better for the United States if this were not so, since the increasing popularity of our products is bound to tempt imitation."

Consul Ruffin sends from Asuncion, under date of November 8, 1897, a number of letters (in answer to communications from business firms in the United States) containing information of general commercial interest. The letters have been forwarded to the correspondents, and a summary of the information is given below:

Paraguay is a good country into which to introduce machinery, especially of United States make. Hand and push carts would probably sell well, and there is an opening for gasoline engines, plows, cornshellers, and various agricultural implements. Hardware, light clothing, and rubber goods, especially overshoes, coats, etc., would also find a market. None of the goods sent should be expensive. Some of the finest woods in the world are found in the country; good bridge wood, that solidifies while standing in water. Transportation is cheap, and there is a good opening for trade in this line. The establishment of an agency for the display of United States manufactures is strongly advisable. The names of C. Lopez & Co. (American citizens) and of Christian G. Hisecke are given as dealers in various lines of goods, who are acquainted with the needs of the market.

PERU.

Consul Dickey, of Callao, gives the exports from Peru in 1896 as \$9,343,000, against \$7,939,000 in 1895. There is no statement as to imports since 1894, when they were valued at \$5,780,000, and the exports at \$7,277,000. The trade in 1894, according to some of the principal countries, was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Great Britain	\$2,028,800	\$3,283,380	Brazil	\$239,173	\$181,965
Germany	887,452	278,624	Belgium	201,880	.....
Chile	729,551	1,744,199	China	152,163	.....
France	508,200	183,692	India	50,163	.....
United States	295,438	499,902	Colombia .....	.....	414,120
Italy	147,087	16,400			

The following statement of the imports into Peru in 1896 from the chief competing countries in Europe, is taken from the official returns of the several countries mentioned:

Countries.	Value.
Great Britain	\$4,821,800
Belgium	479,120
Germany	1,770,800
France	516,370

The value of imports from the United States in 1896, according to official statistics, was \$999,380. Exports to the United States for the year ending June 30, 1897, Consul Dickey says, were \$768,778. The chief exports to the United States, after silver, lead, and copper, are skins, sugar, coca leaves, and cotton. He continues:

United States products imported into Peru consist of refined petroleum, lumber, railroad ties, machinery (agricultural and mining), lubricating oil, lard, Florida

water, paints, rope, turpentine, glassware, rosin, grease, tools, sewing machines, and a few bicycles. From the west coast of the United States, the principal articles imported are pine lumber and railroad ties, although in the month of October, 1897, an English ship arrived from San Francisco loaded with 3,411,769 kilograms (7,521,500 pounds) of wheat. This, I am told, is the only wheat that has been imported from the United States into Peru in the last four years.

The total imports of Chilean wheat into Peru during the year 1897 amounted to 22,613,723 kilograms (49,854,213 pounds). These figures show that Chile supplies the Peruvian markets with wheat and flour, the latter being made here. But why Chile and not the United States should supply the Peruvian markets, when our products are far superior to those of Chile, I do not know, unless it is due to the very low freights charged by sailing vessels carrying wheat from Chile, which I am told are only 4 soles (\$1.69) * a ton.

The first thing to be done by the United States to gain the trade of Peru and of other countries on the Pacific coast of South and Central America, is to establish a fast line of steamers from San Francisco. This, combined with the present lines plying between New York and the west coast of South America, would greatly help the United States in regaining the vast trade that she once had with this coast.

The importation of salt, says the consul, is forbidden. The amount of salt exported is about 6,000 tons annually.

In December, 1897, the President decreed that fiscal duties would in future be collected in pounds sterling.

An account of the gold mines of Carabaya is given in Consular Reports No. 208, January, 1898, page 99.

In his message to Congress in 1897, the President of the Republic, speaking of means of communication, says that the new road from San Luis de Shuaro to San Carlos and the port of Pichis has been opened to traffic and is now in use. The telegraphic line now in construction between the port and Lima lacks very little of completion. An agricultural colony, the President says, is now holding land on the borders of this important route, and as soon as the steamboat service between Iquitos and the above-named port begins (arrangements having already been made) the communication between Lima and Iquitos will be regular, permanent, and rapid.

The message adds that in view of the importance of connecting Callao and Lima with the Ucayali as far up as the river begins to be navigable, the tract of land known as the "Gran Pajonal," lying between the river and the San Carlos district, has been recently explored. It has been found to be rich in vegetable and animal resources, and will provide the population of the fluvial region with food and greatly facilitate the direct route to the upper Ucayali.

URUGUAY.

Consul Schramm, of Montevideo, calls the attention of manufacturers to the interesting fact that the imports from the United States into Uruguay have exceeded the exports from that country to the United States to the amount of \$62,000 during the past year, a feature, he says, hardly before known in the history of trade between these two countries. He notes also that the exports from Uruguay decreased during 1896 to the amount of \$2,140,000, but that during the first half of the year 1897, the exports to the United States reached the considerable amount of \$2,676,000, a value never previously attained in a similar period. The consul notes the modest share the United States has in the shipping in Uruguayan waters. Out of a total tonnage of 147,397

* According to the valuation of the United States Director of the Mint, January 1, 1898, the sol equals 42.4 cents.

representing United States trade, 121,079 tons were carried under foreign flags. The following tables are given in the report:

Comparative value of imports and exports, 1895 and 1896.

IMPORTS.

Countries.	1896.	1895.	Increase in 1896.
England.....	\$7, 277, 372	\$7, 890, 220	
Argentine Republic.....	3, 525, 764	2, 240, 482	\$1, 283, 282
Germany.....	2, 750, 292	2, 968, 293	
France.....	2, 489, 784	2, 381, 832	107, 952
Italy.....	2, 283, 357	2, 178, 931	104, 426
Spain.....	1, 959, 874	2, 081, 049	
United States.....	1, 776, 255	1, 759, 700	16, 555
Belgium.....	1, 711, 026	1, 396, 362	3, 446, 664
Brazil.....	1, 444, 901	2, 218, 482	
Cuba.....	142, 447	214, 008	
Paraguay.....	77, 343	61, 458	15, 885
Chile.....	67, 227	57, 821	9, 406
Portugal.....	18, 030	14, 614	4, 016
Holland.....	8, 413	2, 675	5, 738
India, China, and Japan.....		174	
Total.....	25, 530, 185	25, 386, 106	

Increase in 1896, \$144,079.

EXPORTS.

Brazil.....	\$7, 243, 034	\$6, 882, 077	\$360, 957
Belgium.....	5, 377, 848	4, 363, 407	1, 014, 441
France.....	5, 040, 443	5, 830, 220	
Argentine Republic.....	4, 895, 172	4, 076, 431	888, 741
Germany.....	2, 479, 913	1, 670, 376	809, 537
England.....	1, 983, 264	4, 949, 737	
United States.....	1, 713, 613	3, 057, 926	
Spain.....	677, 587	298, 454	379, 133
Italy.....	477, 166	695, 193	
Chile.....	214, 598	284, 362	
Portugal.....	143, 287	115, 965	29, 322
Cuba.....	14, 437	203, 326	
Cape of Good Hope.....	13, 956	4, 191	9, 765
Canary Islands.....	8, 204	3, 994	4, 210
West Indies.....	6, 638	4, 691	1, 722
Maurice Islands.....	2, 239	100	2, 139
Falkland Islands.....	2, 050	3, 691	
Australia.....	720	550	170
Paraguay.....	558		558
Barbados.....	240		240
Peru.....		210	
Venezuela.....		7, 783	
India, China, Japan.....		100	
Other countries.....	108, 117	90, 655	17, 462
Total.....	30, 403, 084	32, 543, 644	

Decrease in 1896, \$2,140,560.

Imports and exports, by articles, 1895 and 1896.

IMPORTS.

Articles.	1895.	1896.
Drinks (wines, liquors, etc.).....	\$3, 259, 066	\$2, 922, 365
Estables, cereals, and spices.....	4, 282, 830	4, 119, 121
Tobacco and cigars.....	218, 629	250, 723
Dry goods and notions.....	4, 856, 114	4, 704, 800
Ready-made clothing.....	1, 380, 871	1, 446, 237
Raw materials and machinery.....	6, 404, 132	6, 618, 786
Glass, china, hardware, etc.....	3, 128, 794	3, 482, 180
Live stock.....	1, 855, 870	1, 990, 973
Total.....	25, 386, 106	25, 530, 185

Imports and exports, by articles, 1895 and 1896—Continued.

EXPORTS.

Articles.	1895.	1896.
Live stock	\$1,004,479	\$1,490,528
Slaughterhouse products	27,474,987	28,418,508
Agricultural products	3,735,776	2,018,985
Other products	237,159	352,806
Various articles	588	13,992
Provisions for ships	90,655	108,117
Total	32,543,644	30,403,084

VENEZUELA.

Vice-Consul Golding of La Guaira reports that the imports through that port in the fiscal year 1896-97 amounted to \$6,500,000, and the exports in the calendar year 1896 to \$6,700,000. The principal articles imported were dry goods, hardware, provisions, and liquors, kerosene, timber, cement, and patent fuel. Coffee, cocoa, and hides were exported.

Consul Proskauer says that the value of exports from Puerto Cabello to the United States, 1896-97, was \$661,900, and the imports from New York amounted to \$560,300. The imports from other countries were: France, \$231,000; England, \$825,500; Germany, \$674,000; Holland, \$145,000; Spain, \$65,000; Italy, \$25,000; Belgium, \$2,200; total, \$1,967,700. The value of the total exports from Puerto Cabello in 1896-97 was \$3,250,000. The following paragraphs are taken from his report:

The above figures will indicate the extent of the imports from and exports to the United States and other countries. The exhibit is not flattering to our manufacturers, and evidences little advance in the export of our articles of manufacture. Lard, flour, kerosene, canned goods, and sundries (under which are classed barbed wire, cement, wheelbarrows, bicycles, biscuits, and crackers) constitute the great bulk of our exports, and notwithstanding the large purchase of these articles, we take but third rank in the import trade of this district; and this statement is applicable to the entire country. As will be seen above, the United States exported to this port goods to the value of \$560,300, and during the same period Europe sold \$1,967,700. The exports to the United States amounted to \$661,974, the small amount being entirely due to the low price of coffee.

In this connection, I may say generally, that France supplies wines, oils, vegetables, dry and fancy goods; England, cotton and linen goods, hardware, rice, coal, machinery, etc.; Germany, machinery, dry goods, rice, beer, iron, glassware, drugs, etc.; Holland, butter, cheese, stearin, etc.; Spain, wines, oils, and fancy articles; Belgium, hardware, glass, paper, and books. If the desire of our manufacturer to increase his trade is sincere, his methods to attain this end must undergo a radical change. Manufactured goods must comply with the requisites of the people of these countries. It is useless to attempt to ask them to change their habits, generally induced by climatic or other considerations, simply to indulge their friendly feelings in purchasing United States wares, without regard to suitability.

The consul speaks of the uselessness of sending "a mass of printed matter in English" or relying upon consular aid in soliciting trade. It is a physical impossibility for the United States representatives to comply with the various demands, even if they possess the technical skill to point out the advantages of United States goods over those of European make. He continues:

European manufacturers seem to know that tariffs of South American republics are generally based upon various classes (in Venezuela there are nine) which pay a specific duty upon gross weight; that is, the packing pays the same duty as the class of contents. With this in view, they manufacture their goods with as little extra weight as possible and pay particular attention to the method of packing. Our merchants weight their already heavy goods with needlessly heavy covering, thus increasing the cost of the articles; and even if they are originally cheaper than those of their competitors, this "last straw" precludes the possibility of getting trade.

Attention, adds Mr. Proskauer, must be paid to style, quality, width, and length, if it is desired to sell dry goods. Although United States machinery is admittedly the best, foreign purchasers fear that carelessness in packing will result in unnecessary cost, and also that failure to test the machinery before shipping will require refitting at heavy expense or cause delay in sending for new parts. "If we desire new business," he says, "we must instill confidence and give inducements to those whose trade we are anxious to divert into other channels. It is most discouraging to consuls to hear the just and unanswerable criticisms upon the business methods of Americans. I am convinced, with the proximity of our ports to Venezuela, to say nothing of the ever increasing friendly feeling, that a marvelous change could be made in the character and amount of exports if proper methods were pursued." The consul advises sending commercial travelers who speak Spanish and understand the social as well as the business manners of the people. There are nowhere, he says, more astute merchants than in those countries, and the Venezuelan consumer, to a large extent, is an educated and refined individual, thoroughly familiar with European schools, business, inventions, and progress generally, and whose taste demands the best the world affords. English, French, and German houses understand these matters thoroughly, and their exports show the success their methods attain.

Nearly all the dry goods, says Mr. Proskauer, come from Europe. Cotton goods imported from the United States consist of duck, drills, sheeting, and a few prints, which usually remain upon the shelves of the merchants. The writer gives valuable details as to the exact class and quality of goods desired by the Venezuelans. The merest fraction of a cent in retail price, he says, is an important matter. If orders come for goods out of stock, English houses are willing to supply it, although the order may be small, expecting to make up the loss by future business.

Consul Proskauer speaks of the new law regarding the importation of adulterated butter and lard. The trade, he says, is of sufficient importance to justify a struggle to retain it. He advises sending first-class brands from the United States in order to nullify the impression that articles from that country are impure, and states the chemical tests to which butter and lard are subjected on entrance.

The writer thinks that the trade in hardware and tools can be much increased. A medium grade of files, saws, chisels, hatchets, axes, and hammers, and especially of the machete, will find a readier sale than the highest grade. Coal is imported from England, and is used by the railroads, these being with one exception English. An effort is being made to introduce Pocahontas coal.

A sample warehouse, says Mr. Proskauer, is to be established at Caracas, under a concession from the Government to the National Association of Manufacturers, of Philadelphia.* Its object is to enable manufacturers to exhibit their goods under favorable conditions.

Speaking of emigration, the consul advises only one class to try to make Venezuela its home—the farmer. An agricultural colony, he thinks, would meet with success. The soil yields several crops per year, and the varying altitudes give opportunity for the cultivation of many products. The cost of living, however, is high, and transportation is difficult and expensive. The recent gold discoveries, he thinks, will not justify a rush of immigrants.

* See Consular Reports Advance Sheets No. 90, April 18, 1898, for account of opening of the warehouse.

ASIA.

United States Treasury figures show that the imports and exports of merchandise between the United States and Asiatic countries in the fiscal years 1888 to 1897, inclusive, were:

Merchandise imported into and exported from the United States, by countries, 1888 to 1897.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Aden:					
Imports—					
Free					
Dutiable					
Total					
Exports—					
Domestic					
Foreign					
Total					
China:					
Imports—					
Free	\$10,956,022	\$11,583,611	\$11,332,805	\$14,577,887	\$15,936,431
Dutiable	5,734,567	5,444,801	4,927,666	4,743,963	4,551,860
Total	16,690,589	17,028,412	16,260,471	19,321,850	20,488,291
Exports—					
Domestic	4,581,083	2,790,621	2,943,790	8,700,308	5,663,471
Foreign	1,502	507	2,419	700	26
Total	4,582,585	2,791,128	2,946,209	8,701,008	5,663,497
East Indies:					
British—					
Imports—					
Free	11,200,860	12,963,895	11,957,171	16,650,014	19,741,725
Dutiable	7,205,433	7,085,706	8,847,148	6,706,975	5,031,382
Total	18,406,293	20,029,601	20,804,319	23,356,989	24,773,107
Exports—					
Domestic	3,745,695	4,330,413	4,655,256	4,399,544	3,674,141
Foreign	17		723	559	166
Total	3,745,712	4,330,413	4,655,979	4,400,103	3,674,307
Dutch—					
Imports—					
Free	3,030,785	3,153,371	3,060,997	3,360,284	6,856,585
Dutiable	275,841	2,053,883	2,730,253	3,418,708	58,158
Total	3,306,626	5,207,254	5,791,250	6,778,992	6,914,743
Exports—					
Domestic	2,359,803	2,249,066	1,799,306	2,102,942	1,372,035
Foreign	598	538			
Total	2,360,401	2,249,604	1,799,306	2,102,942	1,372,035
French—					
Imports—					
Free				14	
Dutiable					
Total				14	
Exports—					
Domestic	212,155	319,427	93,157	188,629	140,427
Foreign					
Total	212,155	319,427	93,157	188,629	140,427

'Included in "All other British Possessions" prior to 1896.

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
East Indies—Continued.					
Portuguese—					
Imports—					
Free			\$2, 147	\$278	
Dutiable					
Total			2, 147	278	
Exports—					
Domestic					
Foreign					
Total					
Hongkong:					
Imports—					
Free	\$645, 863	\$513, 108	290, 059	270, 615	\$378, 483
Dutiable	799, 911	967, 158	679, 686	292, 660	386, 840
Total	1, 445, 774	1, 480, 266	969, 745	563, 275	763, 323
Exports—					
Domestic	3, 345, 477	3, 675, 594	4, 434, 641	4, 743, 498	4, 887, 350
Foreign	6, 475	10, 790	4, 512	25, 199	6, 699
Total	3, 351, 952	3, 686, 384	4, 439, 153	4, 768, 697	4, 894, 049
Japan:					
Imports—					
Free	16, 709, 426	14, 443, 929	18, 910, 555	15, 966, 638	20, 134, 718
Dutiable	1, 912, 150	2, 244, 063	2, 192, 769	3, 342, 560	3, 655, 484
Total	18, 621, 576	16, 687, 992	21, 103, 324	19, 309, 198	23, 790, 202
Exports—					
Domestic	4, 208, 121	4, 615, 712	5, 227, 186	4, 800, 650	3, 288, 282
Foreign	6, 261	4, 278	5, 467	7, 043	1, 829
Total	4, 214, 382	4, 619, 995	5, 232, 643	4, 807, 693	3, 290, 111
Korea:					
Imports—					
Free					608
Dutiable					
Total					608
Exports—					
Domestic					
Foreign					
Total					
Russia, Asiatic:					
Imports—					
Free	129, 510	106, 067	103, 184	103, 216	319, 901
Dutiable	2, 879	5, 471	74	351	266
Total	132, 389	110, 538	103, 258	103, 567	320, 167
Exports—					
Domestic	151, 131	108, 592	127, 966	161, 080	119, 684
Foreign	2, 223	596	837	500	516
Total	153, 354	109, 188	128, 803	161, 580	120, 200
Turkey in Asia:					
Imports—					
Free	757, 665	808, 368	656, 793	1, 259, 663	1, 374, 013
Dutiable	2, 301, 823	2, 206, 868	1, 780, 315	1, 550, 630	1, 524, 820
Total	3, 059, 488	3, 015, 236	2, 437, 108	2, 810, 293	2, 898, 833
Exports—					
Domestic	143, 861	45, 371	29, 669	92, 802	177, 341
Foreign					58
Total	143, 861	45, 371	29, 669	92, 802	177, 399

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
All other countries and ports in Asia:					
Imports—					
Free	\$2, 329	\$16, 940	\$3, 816	\$26, 429	\$161, 593
Dutiable	26, 611	24, 152	31, 395	1, 337	27, 384
Total	28, 940	41, 092	35, 211	27, 766	188, 977
Exports—					
Domestic	163, 940	288, 126	371, 901	329, 854	258, 325
Foreign	810				
Total	164, 750	288, 126	371, 901	329, 854	258, 325
Total Asia:					
Imports—					
Free	43, 432, 460	43, 948, 289	46, 317, 527	52, 215, 038	64, 902, 057
Dutiable	18, 259, 215	20, 012, 102	21, 189, 306	20, 057, 184	15, 236, 194
Total	61, 691, 675	63, 960, 391	67, 506, 833	72, 272, 222	80, 138, 251
Exports—					
Domestic	18, 911, 266	18, 422, 922	19, 682, 872	25, 519, 307	19, 581, 056
Foreign	17, 886	16, 704	13, 948	84, 001	9, 294
Total	18, 929, 152	18, 439, 626	19, 696, 820	25, 553, 308	19, 590, 350

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Aden: ¹					
Imports—					
Free				\$1, 655, 907	\$1, 503, 454
Dutiable				193	348
Total				1, 656, 100	1, 503, 802
Exports—					
Domestic				510, 160	989, 879
Foreign					1, 500
Total				510, 160	991, 397
China:					
Imports—					
Free	\$15, 469, 945	\$13, 848, 796	\$16, 958, 428	18, 195, 233	17, 288, 264
Dutiable	5, 166, 590	8, 786, 242	8, 587, 401	3, 827, 771	3, 115, 598
Total	20, 636, 535	14, 135, 028	20, 545, 829	22, 023, 004	20, 403, 862
Exports—					
Domestic	8, 900, 457	5, 858, 488	3, 602, 741	6, 921, 186	11, 916, 888
Foreign		3, 988	1, 099	797	7, 545
Total	8, 900, 457	5, 862, 426	3, 603, 840	6, 921, 933	11, 924, 433
East Indies:					
British—					
Imports—					
Free	20, 525, 890	9, 477, 205	16, 080, 268	17, 652, 873	17, 643, 021
Dutiable	5, 442, 664	5, 352, 466	2, 185, 745	2, 717, 685	2, 924, 101
Total	25, 968, 554	14, 829, 661	21, 266, 013	20, 370, 558	20, 567, 122
Exports—					
Domestic	3, 152, 679	4, 328, 757	2, 851, 835	3, 219, 296	3, 842, 039
Foreign	81	346	2, 106	6, 072	2, 872
Total	3, 152, 760	4, 329, 103	2, 853, 941	3, 225, 368	3, 844, 911
Dutch—					
Imports—					
Free	8, 081, 981	11, 239, 656	2, 024, 685	3, 398, 030	2, 447, 846
Dutiable	14, 607	39, 069	5, 702, 597	11, 455, 996	13, 157, 020
Total	8, 096, 588	11, 278, 725	7, 727, 282	14, 854, 026	15, 604, 866

¹ Included in "All other British possessions" prior to 1896.

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
East Indies—Continued.					
Exports—					
Domestic.....	\$1,183,599	\$1,722,442	\$1,147,019	\$1,576,316	\$2,093,408
Foreign.....	6	434	296		611
Total.....	1,183,605	1,722,876	1,147,315	1,576,316	2,094,109
French—					
Imports—					
Free.....				78,158	
Dutiable.....					
Total.....				78,158	
Exports—					
Domestic.....	156,020	193,049	69,136	163,955	135,183
Foreign.....					
Total.....	156,020	193,049	69,136	163,955	135,183
Portuguese—					
Imports—					
Free.....				603	519
Dutiable.....					
Total.....				603	519
Exports—					
Domestic.....					
Foreign.....					
Total.....					
Hongkong:					
Imports—					
Free.....	372,696	263,289	353,546	855,954	617,537
Dutiable.....	506,382	639,222	422,930	563,170	306,905
Total.....	878,078	892,511	776,476	1,419,124	923,842
Exports—					
Domestic.....	4,214,576	4,208,128	4,244,895	4,681,380	6,052,180
Foreign.....	2,026	1,719	8,145	9,821	7,889
Total.....	4,216,602	4,209,847	4,253,040	4,691,201	6,060,039
Japan:					
Imports—					
Free.....	22,296,110	15,380,802	16,951,055	20,462,456	18,808,809
Dutiable.....	5,158,110	4,045,720	6,744,902	5,074,582	5,201,147
Total.....	27,454,220	19,426,522	23,695,957	25,537,038	24,009,756
Exports—					
Domestic.....	3,189,711	3,981,377	4,569,242	7,640,250	18,233,970
Foreign.....	5,783	5,438	75,475	49,435	21,504
Total.....	3,195,494	3,986,815	4,634,717	7,689,685	18,255,478
Korea:					
Imports—					
Free.....	66		67	4	
Dutiable.....	13		83	78	
Total.....	79		100	82	
Exports—					
Domestic.....				32	500
Foreign.....					
Total.....				32	500
Russia, Asiatic:					
Imports—					
Free.....	379,938	554,046	440,332	345,805	200,551
Dutiable.....	1,981	1,430	681	844	870
Total.....	381,919	555,476	441,013	346,649	201,421

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Russia, Asiatic—Continued.					
Exports—					
Domestic.....	\$145,591	\$163,855	\$202,852	\$568,512	\$413,942
Foreign.....			2,085	1,490	
Total.....	145,591	163,855	204,937	568,002	413,942
Turkey in Asia:					
Imports—					
Free.....	1,330,796	1,298,299	2,077,782	2,003,681	2,814,893
Dutiable.....	2,202,401	906,674	1,012,219	1,262,674	1,194,134
Total.....	3,533,197	2,204,973	3,089,951	3,266,355	4,009,027
Exports—					
Domestic.....	182,786	106,963	180,236	40,912	74,661
Foreign.....		199		536	238
Total.....	182,786	107,162	180,236	41,448	74,899
All other countries and ports in Asia:					
Imports—					
Free.....	73,894	59,363	41,340	12,124	36,755
Dutiable.....	1,882	4,138	42,403	28,647	33,625
Total.....	75,276	63,501	83,743	40,771	70,380
Exports—					
Domestic.....	139,039	297,628	427,895	242,129	480,005
Foreign.....					
Total.....	139,039	297,628	427,895	242,129	480,005
Total Asia:					
Imports—					
Free.....	69,181,316	51,411,446	54,927,453	64,660,778	61,361,449
Dutiable.....	18,493,130	14,774,951	22,098,911	24,931,640	25,933,148
Total.....	87,624,446	66,186,397	77,026,364	89,592,318	87,294,597
Exports—					
Domestic.....	16,214,458	20,860,687	17,235,851	25,562,078	39,232,772
Foreign.....	7,896	12,074	89,206	67,851	42,138
Total.....	16,222,354	20,872,761	17,325,057	25,630,629	39,274,910

ADEN.

Consul Masterson writes that the total value of the imports by sea and land for the year 1896-97 was \$15,682,467 and of the exports \$12,523,484. The imports from the United States were valued at \$910,977, and the chief items, after petroleum and cotton goods, were: Carriages, \$2,700; bicycles, \$1,920; hardware, \$225; perfumery, \$2,218; clocks and watches, \$255; glass beads, \$174; provisions, \$360; manufactured tobacco, \$240. The trade for the year shows a marked increase over the previous one, and imports from the United States show a gain of \$388,788 as compared with the year 1895-96. The increase is chiefly in cotton goods and petroleum, \$826,655 worth of gray shirtings having been imported, against \$482,826 in the previous year, and \$75,858 worth of petroleum, against \$32,969 in 1895-96. Bicycles, glass beads, perfumery, and clocks and watches are new classes of import.

Exports to the United States amounted to \$1,458,952, a decrease of \$150,000 from the previous year. The item of coffee, says the consul, shows the greatest shrinkage, probably due to the large crop of Brazil.

BRITISH INDIA.

Consul-General Patterson, of Calcutta, gives the imports for the year 1896-97 at \$263,469,000, merchandise representing \$222,945,000 of this amount. The exports were \$337,404,000, of which \$309,630,000 was in native merchandise. The imports show an increase of some \$7,000,000 as compared with those of the preceding year, but there is a decrease of over \$20,000,000 in the exports. Mr. Patterson says that it is surprising, when all adverse conditions are considered, that trade should not have declined more. He gives the following table, showing the per cent of the different countries in the import trade for the last three years:

Countries.	1894-95.	1895-96.	1896-97.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom.....	72.8	68.0	70.1
Belgium.....	2.7	3.9	3.3
Germany.....	2.5	3.4	3.2
China.....	3.8	4.2	3.0
Russia.....	1.4	2.7	2.8
Straits Settlements.....	3.0	3.0	2.5
Mauritius.....	2.8	2.5	2.5
Austria-Hungary.....	1.7	1.9	2.1
United States.....	1.6	1.6	2.0
France.....	1.2	1.4	1.3

In 1895-96, says the consul-general, Belgium and Germany came next to China; last year, Belgium came after the United Kingdom, and Germany next. With the expansion of the petroleum trade, Russia has taken a high place in the list of importers into India. The United States is very low on the list. It is worthy of note, however, that, though the United States has only 2 per cent of the import trade, the exports to that country were 4.8 per cent of the total. In the chief import from the United States, kerosene, there was a material decrease, but an exceptional gain in wheat and food stuffs raised the per cent of the imports for 1896-97.

There is a wide field in India, says Mr. Patterson, for the introduction of cotton goods, as cotton is the universal clothing of more than 250,000,000 people, and the United States goods that have been imported are preferred, as they are made from a superior quality of cotton. There seems to have been but little effort made, he adds, to introduce the proper brands. Once known to the trade, there would be little trouble in holding it. The consul-general gives details as to the imports of different classes of cotton goods. Gray unbleached is the most largely used.

Mr. Patterson speaks of the development of the jute-manufacturing and cotton-spinning industries in India. The value of the exports of manufactured jute has increased threefold the last ten years, and a large proportion goes to the United States. There are 154 cotton mills. In view of the growth in the manufacturing interests of the country, he says, and the increasing use of machinery, it would be well for United States manufacturers to look to India as a market for machines for use on tea and coffee estates, in mills, factories, foundries, etc. There has been during the past year a noted increase in the imports of railway materials, due to the Government policy of rapid and extensive construction of railway lines. They now reach nearly every

important point in India, and it is intended, says the consul-general, to extend them all over the country. A contract is said to have been recently made with United States manufacturers for 7,000 tons of steel rails, part of which are now on their way to India. This indicates, he continues, that America can compete in the iron and steel trade of that country. The kinds of iron and steel most commonly imported are angle, bolt and rod iron, iron bars, galvanized iron, sheets and plates of iron and steel, hoop steel, iron sheets and plates, pipes and tubes, and pig iron. There is an increasing demand for iron sheds for ports, railway stations, mills, etc. England has 78 per cent of this trade and the rest is divided between Germany, Belgium, and Austria.

In the petroleum trade, Russian oil has, it would seem, permanently taken the lead. The import of Russian oil in the five years ending 1896-97 was 455,000,000 gallons; United States oil, 193,000,000 gallons. Another competitor in the market is Langkat petroleum from Sumatra, which is said to be of good quality.

Speaking of the crops, Mr. Patterson mentions a notable decrease in wheat, coffee, and rice. The exports of tea increased 11,500,000 pounds over those of the year 1895-96, and it is estimated that the production this year will be still larger. The quantity of Indian tea taken by the United States and Canada, he says, is thrice what it was three years ago, amounting to about 1,600,000 pounds; and as much more was received through the United Kingdom. In 1894, China was sending to England more than twice as much tea as India and Ceylon combined. In 1896, India and Ceylon sent to England more than six times as much as China.

In a report from Bombay, Consul Comfort says that bicycles have been introduced into India to a considerable extent, and some of the best makes have come from the United States; but English manufacturers, with cheaper wheels, do the larger part of this trade. India is a market for the cheapest qualities of goods of most classes. The Germans, he continues, understand this fact well and flood the markets with inexpensive goods. United States goods are usually too good in quality, and consequently too high in price. Clocks are an exception, and those from the United States are almost universally used.

But little progress, says the consul, has been made in introducing electricity for lighting and other purposes. Coal, especially of Indian production, is not dear in the seaport cities, and there ought to be a good field in this line for enterprising Americans. The Bombay Tramways (an American company) still employ about 1,200 horses. Good horses cost \$100 to \$150 each. The city of Bombay is badly lighted by gas and kerosene. Sewing machines of United States patent are used extensively in India. There is little opportunity for the introduction of agricultural machinery; but the country should be an excellent field for windmills for pumping purposes, which are little known. United States shoes have a good reputation where known, but the climate is not good for leather manufactures, and they must compete with those made by native cheap labor. United States cotton goods, in the form of heavy drills, are largely used. "Pepperell drills" are the most popular. The consul says he understands that the British and native army is ununiformed with these goods, which are dyed a shade of brown that does not fade.

Packing, says Mr. Comfort, should be strong, since most goods from the United States are transshipped in Europe. Too much care can not be observed in this respect. Freight steamers via the Suez Canal take from 35 to 45 days from New York to Bombay. All goods must be

conspicuously marked to show the country of origin. The tariff is nominally 5 per cent ad valorem, but on most articles, the valuation is fixed by law. Some duties are specific and are greater or less than 5 per cent of the value. Other articles, including some kinds of machinery, are free, or are taxed from 1 to 5 per cent ad valorem.

Commercial travelers, continues the consul, have met with good success in some instances; but as the goods usually arrive after they have gone, trouble often ensues that might be avoided if a representative of the seller were on the ground. No stock except samples should be sent until the fact is established that there is a demand for the goods, for, with few exceptions, everything must be adapted to local conditions. The consul would not advise United States manufacturers to give long credits or to make consignments to native firms, although European houses may be entitled to special treatment. He thinks the best plan would be for several firms to unite and open a branch office in India.

CEYLON.

According to tables sent by Consul Morey, the total imports for the fiscal year 1897 were \$19,270,897, and the exports were \$18,964,787. The chief articles imported from the United States were: Petroleum and kerosene, \$37,793; cotton goods (unbleached), \$3,383; other cottons, \$1,617; chemicals, \$543; boots and shoes, \$367; machinery, \$345; perfumery, \$614; provisions, \$467; sewing machines, \$625; manufactured tobacco, \$3,445; clocks, \$447. The consul notes that about \$15,000 worth of bicycles were included in the list of general imports, but none appear in the imports from the United States.

CHINA.

FOREIGN COMMERCE IN 1896.

The *Revue du Commerce Extérieur*, Paris, July 3, 1897, takes the following from the report of the secretary of the imperial customs:

The total foreign commerce of China rose from 315,000,000 haikwan taels (\$245,700,000) in 1895 to 333,600,000 taels (\$260,208,000) in 1896, of which 202,590,000 taels (\$158,301,000) were in imports and 131,081,000 taels (\$102,243,180) in exports.

The following table gives the imports and exports according to the principal countries:

Countries.	Imports.		Exports.	
	<i>Taels.</i>		<i>Taels.</i>	
Great Britain.....	44,571,000	\$34,770,380	11,282,000	\$8,799,960
Hongkong.....	91,357,000	71,258,460	54,053,000	42,161,340
British India.....	23,027,000	17,061,060	2,176,000	1,607,280
Singapore and Straits Settlements.....	8,240,000	2,527,200	1,739,000	1,356,420
Australasia.....	535,000	417,800	688,000	536,640
United States.....	11,930,000	9,305,400	11,124,000	8,676,720
Europe (except Russia).....	9,432,000	7,856,960	18,078,000	14,300,840
Russia.....	2,035,000	1,687,300	12,582,000	9,813,960
Japan.....	17,890,000	13,564,200	11,379,000	8,675,620
Macao.....	3,984,000	3,107,520	2,223,000	1,733,940
Canada.....	2,148,000	1,675,440	427,000	333,060

Taken as a whole, the figures for 1896 show decided progress over those of 1895, for, although the exports were somewhat less, the imports increased in a marked manner, especially in cotton tissues and thread. Woolens, metals, and petroleum should be mentioned among the increased imports. A large quantity of cotton goods came from the United States. Cotton thread came chiefly from India and Japan. India sent during 1896, 195,043,000 pounds (53,400,000 pounds more than in 1895);

Japan exported to China 13,500,000 pounds (2,500,000 pounds more than during the preceding year). The imports of Italian cloths increased from 63,000 pieces in 1895 to 161,000 pieces in 1896. There is a growing demand for most metals, especially for iron nails, steel, and old iron, the importation of which has doubled during the year. Other articles which sell readily are candles, cigars and cigarettes, clocks, dyestuffs, flour, glass, needles, petroleum, and soap.

The decrease in the exports of silk and tea (the two chief articles of export of China) is due to various causes. The poor harvest, the lack of demand in the United States, and the high prices caused by the speculation of certain Chinese merchants are responsible for the smaller export of silk. The teas of India and Ceylon are injuring the sale of the Chinese product; but now that the factories are adopting the methods of preparation employed in India and Ceylon, it is thought that, within a few years, the Chinese tea will regain much of the lost ground.

An article on the trade of China during 1896, published in the London and China Telegraph, September 13, 1897, notes that business has almost completely recovered from the effects of the war with Japan, which was responsible for the great decrease in trade in 1894. The increase of commerce in 1896 is entirely due to imports, which show an exceptional gain. The exports decreased, but this is partly due to the loss of the trade of Formosa, the returns for 1895 having included six months of that traffic. The trade of the British Empire with China, the article says, has gained more than the whole increase in the foreign trade of China during the year. The advance is chiefly in imports of manufactured goods, and the British share of the foreign trade of China is close upon 70 per cent of the whole. Trade with Japan and with the continent of Europe (except Russia) has decreased, but there is a decided improvement in the trade of the United States. As to the railways, there is not yet time to trace any effect they have had on the tides of commerce. But a beginning has really been made; trains run to within half an hour's ride of the gate of Peking. These locomotives traverse a segment of the new line from the capital to Hankow, while the railway from Tientsin has come to within 30 miles of Peking. These enterprises have made little impression upon the public. China moves slowly; rapid changes are inconsistent with the Chinese character, but signs, such as increased friendliness to foreigners, have not been wanting to show that the country is beginning to assume a better attitude toward the ideas and institutions of the West. Englishmen, says the writer, should be ready to make full use of the great advantages which their present commanding position in commerce affords. He adds:

It is possible that the new ideas, having once gained admittance, may act with accumulative force on the philosophic apathy of the mercantile and moneyed classes, and on the unreasoning conservatism of the mass, that public opinion may thus be led to demand an administration more capable and less corrupt, a less irrational fiscal system, and more adequate means of communication, and that the chief bars to progress being thus removed, a rich field for commercial and industrial activity may be opened up in China at a date less distant than could be hoped from its present condition.

UNITED STATES PRODUCTS IN CHINA.

Consul Fowler, of Chefoo, in his annual report, says that the quantity of merchandise imported from the United States is increasing by leaps and bounds, while the imports of similar goods from England are decreasing. Comparing the first six months of the years 1897 and 1896, the following increase was noted in three important items of import: There were 942,000 more gallons of oil imported in 1897, 111,000 more pieces of sheetings, and 13,000 more pieces of drills. Food stuffs, small wares and notions, machinery, and stoves of United States origin are in demand. One store in Chefoo makes a specialty of American goods,

and singularly enough, says the consul, while it keeps the freshest and best goods from San Francisco, it is the cheapest store in town. The Chinese are rapidly acquiring a taste for American canned goods, milk especially. There were imported into Shanghai alone, in 1896, 41,500 dozen tins of milk. In fact, he adds, there is no better market for our exports anywhere than China.

Especially in Shantung province, Consul Fowler thinks, there will be many trade opportunities in the near future. Progress has been retarded because of the opposition of the governor to foreign methods, but since a change in administration has been effected, there is now a chance to develop the resources of the province. Shantung, he says, is a vast mineral field. Coal and iron abound, fine marble is found as well as copper, silver, gold, etc. Speaking of general conditions in the country, he continues:

In 1890, there was but one store in China where I could purchase United States canned goods, confections, groceries, butter; to-day, there is not a store that sells canned goods, dry provisions, or groceries that does not carry a full line of American goods, and many of them—German, Chinese, and English—have larger and better supplies from the United States than from Europe. In 1890, there was only one line of steamers from the American continent to Shanghai, the Canadian Pacific, running a few ships once a month; to-day, the Canadian line runs the magnificent Empress steamers; besides, there are lines from Tacoma, Portland, and San Francisco, and the Japanese line, and another is shortly to be added. In 1890, a traveler from the United States was a novelty; now not a week passes but away up here in Chefoo we see three or four. In 1890, there was not a single American life insurance company doing business in China; to-day nine-tenths of that business is in the hands of New York companies, and scattered all over the Empire are American engineers, mining experts, prospectors, and men experienced in making steel in Chinese employ. American influence in all sound business schemes is felt to-day in China as it never was before. There is a great and growing market for United States products and manufactures.

While the prestige of the United States, continues the consul, has increased wonderfully since 1890, it has still great opportunities for growth. We ought to have a consul in every port in China, and museums (similar to that at Caracas, Venezuela) at Canton, Shanghai, Tientsin, and Hankow. The National Association of Manufacturers can find no better field in the world now than China. We ought to have a newspaper. Mr. Fowler advises the following plan: Let boards of trade, chambers of commerce, manufacturers' associations, etc., unite in establishing a bureau in China for the exhibition of wares, the publication of a paper, and the giving of general information. This would keep Americans in touch with the Chinese market, and with small pro-rata expenses the benefits would be incalculable. With such an organization, the consul thinks that Americans could compete for building and furnishing all kinds of mills, mints, railroads, forts, ships, electric works, etc. The English have two powerful societies of this nature.

The consul says that, on account of the increased price of Japanese goods, the United States should be able to obtain a large part of Japan's trade with China. In 1890, exports from China to the United States exceeded the imports from the United States by 5,000,000 taels.* Since that year, imports from the United States have trebled, and in 1896, for the first time, they exceeded the exports from China, the balance of trade in favor of the United States in 1896 being half a million gold dollars. "There is still," Mr. Fowler says, "room for vast improvement, for Great Britain sold exactly four times the value of what she bought.

* The value of the Haikwan tael in 1890 was over a dollar. On January 1, 1891, it was valued at \$1.27 by the United States Director of the Mint.

Consul Child writes from Hankow:

The demand for American textile goods, especially drills, is steadily increasing on account of their superior quality. The inquiry for American bicycles is also growing; there are about 60 in use here, and they are considered superior to all others. United States flour is used largely in the Yangtze Valley, as well as all kinds of American canned goods—hams, bacon, cheese, California fruits, etc. A United States firm has been located here in the last month and will do a general export and import business.

Professor Brill, of Cornell University, has just arrived at Wuchang for the purpose of establishing a model farm under the auspices of the viceroy, and he will endeavor to introduce the latest agricultural machinery. American clocks and lamps are the only ones in use here, the native stores being filled with them. American axes are coming into general use. * * * I think that China will shortly become a vast field for United States enterprise, as our manufactures are generally popular.

Consul Johnson, of Amoy, says the United States was the chief customer of that market in 1896, while of imports, she supplied an insignificant per cent. This is due, the consul explains, to the system of handling United States goods. The bulk of the trade passes through Hongkong, where the goods are reexported and classed as English, to the great injury of American manufacturers. Kerosene and cotton goods are largely imported from the United States, the former in spite of the competition from Russian oil. American cotton fabrics are preferred by the Chinese, Mr. Johnson continues, even though the price is higher. The wealthy Chinese would buy nothing else if they could secure the goods readily. There is also an increasing market for United States flour, which can be imported at a lower rate (quality considered) than the cost of the native flour. With systematic effort, it could be introduced into the interior. There is a market in China for millions of bushels of wheat and corn annually. The Chinese rely largely upon the outside world for their food-stuffs. Another product that might be exported from the United States is ginseng. Mr. Johnson thinks that \$20,000,000 worth of this article could be sold yearly in China. An article that costs in the United States from \$4 to \$6 Mexican per pound sells in Amoy from \$25 to \$35 Mexican. It is also imported from Korea, and the Korean ginseng is higher priced and more skillfully cured, but not otherwise superior. It is used as an invigorating tea by the wealthy and as a medicine by the poorer classes of Chinese, and the market is practically unlimited.

Sugar is one of the chief articles of export, 20,000,000 pounds having been shipped from Amoy in the first six months of 1897. There is a probability of the coal mines in that vicinity being developed in the near future, which will make Amoy an important coal station. The Amoy tea, which was once a favorite in the United States, is not now exported to this country, the Formosa article having taken its place. A certain quantity of Amoy Oolong, however, is adulterated with chemicals and is exported under another name from Foochow.

Consul Alf reports that the value of imports into the port of Canton during 1896, from the United States, was over \$600,000, shirtings, flour, and kerosene being the chief items. Over \$3,000 worth of condensed milk was imported from this source; \$8,100 worth of rubber shoes; \$20,000 worth of ginseng, and \$16,000 worth of sago. A few fire engines have been erected along the river, which are recognized as superior to anything previously known in this line. A limited number of bicycles has been imported from the United States, but the poor roads prevent their general use. "For several years," says the consul, "the city has been partially lighted by electricity, and the plant is said to have come from the United States." He thinks there is a good opening in this direction. Telegraphic communication in the district, he

says, is fair, and messages may be sent to Washington, D. O., either by the Great Northern Telegraph Company or across Siberia via Vladivostok.

Consul Jones, of Chinkiang, speaks of the increased imports of cotton goods from the United States, and insists that the quality of the goods sent must be the same as that of the sample. An instance is cited where failure to comply with this condition caused much injury. Chinkiang, he says, is an important center for distribution, and a British firm recently established has met with success. This firm receives by every mail samples direct from the manufacturers. The dealers choose the varieties that suit them, and trial shipments are made. No profits, says the consul, are to be expected in such an enterprise for the first shipments; but in the end it will be a success.

A report from Tientsin by Consul Read says that the demand for piece goods and kerosene from the United States is increasing. There was a decided increase in the imports of these articles in the first nine months of 1897, compared with the corresponding period of the previous year. He also notes an increase in the sale of California wines, provisions, clocks, lamps, locks, bicycles, etc. A United States firm has supplied the locomotives for the Tientsin-Peking Railway.

A French commission to study the resources and possibilities of China returned to Lyons in October last, and Consul Covert, of that city, notes several points of interest in the report. The commission found that the Germans had become redoubtable rivals of the English in China; that they and the Russians had established cotton factories, tanneries, etc. The country is rich in minerals and has immense deposits of coal, and the development of the mines, says the report, will open a great field for the use of machinery and furnish employment for thousands of French mechanics. One hundred thousand tons of coal were sent from Tonquin to Hongkong in 1896. The commission considers Outchang, the capital of Houpe and Han Yang, "the commercial heart and the Chicago of China." The city has 1,500,000 inhabitants, is the central market for about 70,000,000 people, and will soon be connected with Peking by rail, the road being now under course of construction by a Belgian syndicate. Many industries under European management are located here. The building of roads, the opening of mines, the establishment of factories, and the development of industries in general is recommended. Consul Covert continues:

Four great nations—England, France, Germany, and Russia—are engaged in a determined struggle for the trade of China. United States business men will leave nothing undone to advance their interests in that Empire. While the nations of Europe are grasping for territory, it is probable that the most durable conquests may be achieved by peaceful methods. Civilized nations have equal interests in opening the trade of China to the world. * * * The advantage that France has consists in her open frontier through Indo-China, which will furnish a short route when the Red River is dredged. Another advantage is the possession of an abundance of cheap capital. But all this will be met if the Americans build the railroads that they have long contemplated constructing in China.

HONGKONG.

Consul Wildman says:

It is interesting to note that two of the largest imports into Hongkong are from the United States—flour and kerosene. The latter is holding its own in spite of Russian competition. A committee appointed to inquire into the condition of British trade in Hongkong reported on June 6, 1896, stating among other things: "In this connection the committee wishes to make special reference to the advantages conferred on American cotton piece-goods in the China market by the rate of freight charged by the Conference steamers from New York to Hongkong and Shanghai, which averages from 25 to 30 shillings (\$6 to \$7.30) per ton, as compared with 57/6

(nearly \$14) from London and Liverpool outward. These same remarks apply to the shipment of machinery from the United States to China, the freight for which is about 40 per cent lower than that from British ports."

"European goods," says the consul, "are displacing British articles in many lines. Belgium supplies most of the bar iron, nail, rod, and scrap iron, and window glass. Germany is competing to supply the colony with hosiery, lamps, paper, umbrellas, rubber shoes, soap, biscuits, beer, locks, files, needles, cutlery, etc. Japan is also sending these articles. Belgian, German, and Japanese firms have representatives on the ground to study the needs of the market. Consignments are sent on trial, and the quality of the goods is maintained. The trouble with the introduction of California wine," continues Mr. Wildman, "has been that our exporters send a low-grade wine to compete with good qualities of French and Italian wines. There is almost no demand on the coast for a cheap wine." "I know," he adds, "of a small shipment of high-grade California wine that was sent on trial to this coast. It met with universal commendation, and a large order was sent to San Francisco in consequence. The second order came and it was absolutely bad. People commented on it as an example of Yankee sharpness. There has never been a third-order."

Lumber, it appears, is one of the principal imports, and there would be no trouble in introducing the best grades from the United States if a shipment were sent subject to approval. An entire shipload was ordered on one occasion by a large firm in Hongkong, with the proviso that it should come up to a very modest standard. The American firm refused to fill the order unless it could be drawn against on board ship in San Francisco. Naturally, the buyer refused to take all the chances. The consul says the whisky which comes to that port from the United States is of the worst quality. There is no use, he adds, writing report after report, filled with suggestions as to how to capture the Asiatic trade, when such frauds are practiced. On the other hand, United States goods are sometimes too good for the market, or too heavy, like cotton goods, shoes, leather articles, etc. In other words, they are not suited to the climate.

It will be seen, concludes Mr. Wildman, that there is an open field here for all the world, and that other nations are taking advantage of it. The trouble in introducing American goods into these markets is the indifference of the Americans themselves. There is a good market for California wines, Pacific coast redwood and pine, and a limited market for American whisky. Only the disinclination of United States manufacturers to study the taste of the consumer keeps them out.

The Statesman's Year Book, 1898, says that the commercial intercourse of Hongkong—virtually a part of the commerce of China—is chiefly with Great Britain, India, Australia, the United States, and Germany. There being no custom-house, there are no official returns of the value of the imports and exports of the colony, but according to mercantile estimates, the imports average \$20,000,000 and the exports \$10,000,000, Great Britain absorbing about one-half of each. United States trade with Hongkong in 1897, according to Treasury statistics, was: Imports from Hongkong, \$923,842; exports to Hongkong, \$6,060,039.

DUTCH INDIA.

The following statistics as to the trade of the Dutch Indies are taken from the *Annales du Commerce Extérieur*, Paris, 1897, No. 12, and the *Tableau Général du Commerce et de la Navigation* for 1896, Vol. I, Paris.

The imports of the principal articles in 1895 amounted to 145,046,000 florins (\$58,308,000), coin and merchandise in transit being excluded. This shows a decrease of some \$5,000,000 as compared with the preceding year. The exports amounted to about \$95,000,000, or nearly \$8,000,000 less than in 1894.

The principal imports were tissues of cotton, silk, and wool, which represented a value of 42,685,000 florins (\$17,159,000), nearly three-fourths of this amount being in cottons; clothing and haberdashery, 6,537,000 florins (\$2,627,000); provisions, 36,035,000 florins (\$14,486,000); machinery (chiefly sugar-making), 3,835,000 florins (\$1,541,000); and petroleum, 5,130,000 florins (\$2,062,000).

Sugar was the largest article of export, amounting to 80,593,000 florins (\$32,398,000). Coffee was exported to the value of 38,000,000 florins (\$15,276,000); tobacco, to the value of 31,718,000 florins (\$12,750,000); petroleum amounted to 3,000,000 florins (\$1,206,000); tin, to 3,500,000 florins (\$1,407,000); copra, to 4,700,000 (\$1,889,000); and quinine bark to 1,000,000 florins (\$402,000).

In the trade with the different countries, 51,972,000 florins (\$20,892,000) worth was imported from the Netherlands, and the exports to that country amounted to 202,428,000 florins (\$81,376,000). The imports from France (in 1896) amounted to 18,714,000 francs (\$3,611,000), and the exports to 2,650,000 francs (\$511,000). The imports from Germany (in 1896) were 73,569,000 marks (\$17,509,000), and the exports were 15,092,000 marks (\$3,591,000).

Consul Everett, of Batavia, speaks of the depression in the sugar industry, and the consequent decrease of imports as well as exports. The leading import from the United States, he says, is petroleum, 8,196,200 gallons having been imported into Java during the first six months of 1897, against 7,552,050 gallons for the corresponding period of 1896, a creditable increase when the competition with Russian and native oil is taken into consideration, as well as the fact that the oil from the United States is the most expensive of the three. Native oil production, he continues, has increased enormously; a new company, with a capital of \$80,000, has recently been floated. There is said to be much oil in Borneo, New Guinea, and the Celebes.

United States flour is largely imported, always via Hongkong, and the imports this year, adds the consul, promise to be better than ever before. It competes most successfully with the Hungarian and Australian products. Mr. Everett continues:

As regards opportunities for American manufactures and products, I hesitate to give a decided opinion. * * * The market is flooded with cheap German and Austrian goods, of inferior quality, it is true, but they seem to satisfy the people here. * * * Americans would find it almost impossible to undersell them with profit. * * * The only American manufacturing concern regularly established here sells engines and machinery for plantations. It does a very fair business, I believe, but suffers from German competition and long credits. This latter is the curse of business here. * * * A year's credit is common. I should think the best chance for United States manufactures would be in cotton prints. * * * Manchester cottons are successful, and we are so fond of saying that our New England cotton mills can undersell the world that it would seem worth trying. The duty is only 6 per cent ad valorem. But our manufacturers must cater to the local trade, and make what people want here, no matter how gaudy the pattern, and not what they think people ought to wear, judging from the standard of Lowell and Fall River.

The consul thinks there is no chance for stoves, owing to the climate, or for bicycles, owing to the presence of cheap English and German wheels. The best opening for United States trade, next to cotton goods, would be in "Yankee notions," cheap watches, etc.

In a detailed list of imports from the United States for the year 1897, sent by the consul, machinery is given at a value of \$22,000; tin plate at \$2,000; canned meats at \$2,000; resin at \$78,000; ironwork at \$17,000; fertilizer at \$41,000; and perfume at \$7,000.

FRENCH COCHIN CHINA.

Commercial Agent Schnéegans, of Saigon, says that the chief export of the colony is rice. The machinery for the rice mills is all furnished by British firms, and the supplies come under the head of English specialties. There is no opening for United States machinery. Imports consist of cotton cloths, wines and spirits, sugar, ironware, cement, glassware, mineral oil, flour, and tinned goods. These goods come almost exclusively from France, the tariff practically excluding foreign competition. The only articles, says Mr. Schnéegans, which interest United States producers, are kerosene and flour. Kerosene comes directly from the United States in sailing vessels, or via Hongkong. The annual consumption is about 360,000 cases, but one-third of this is Sumatra oil, which easily undersells the American article. The quality is not as good, but this is not the deciding point with native consumers, and the trade in Sumatra oil is increasing yearly. United States flour, says the commercial agent, has gained a firm hold in the market, in spite of the duty it pays. Fifty thousand to 70,000 bags (50 pounds each) are imported yearly from Hongkong. This trade is in the hands of Chinese merchants. A large quantity can not be imported at a time, owing to the climate.

The Statesman's Year Book, 1898, gives the value of the imports at \$10,853,000, and of the exports at \$17,713,000.

JAPAN.

The trade of Japan in 1896 is given by Consul-General McIvor, of Kanagawa, as follows: Imports, \$90,987,471.35; exports, \$60,746,365.22. The trade with the principal European countries was:

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
Great Britain	\$4, 776, 570	\$31, 403, 443	Austria	\$285, 817	\$21, 412
France	10, 084, 516	4, 071, 643	Holland	122, 547	33, 283
Germany	1, 575, 232	9, 107, 495	Russia	68, 716	51, 916
Belgium	59, 077	1, 646, 230	Spain	10, 973	45, 842
Switzerland	327, 384	1, 343, 135	Turkey	19, 659	174
Italy	1, 414, 626	96, 949			

The trade with the United States was: Exports, \$16,712,140; imports, \$8,677,912. With Canada: Exports, \$844,843; imports, \$27,308. The commerce with the principal eastern countries was:

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
China	\$7, 326, 687	\$11, 812, 596	Russia in Asia	\$943, 891	\$699, 013
Hongkong	10, 581, 926	4, 840, 902	Australia	772, 874	442, 874
British India	2, 404, 956	11, 934, 235	Hawaii	271, 989	5, 261
Korea	1, 784, 877	2, 713, 080			

COMMERCE IN 1897.

Consul-General Gowey, of Yokohama, in a report dated January 24, 1898, gives the imports of Japan in 1897 as \$100,431,000 and the exports as \$81,404,000. The volume of trade in 1897 was very large, exceeding that of 1896 by 32.1 per cent. Although there was a large increase in both imports and exports, the latter increased by 38.3 per cent and the former increased by 28.8 per cent only, as compared with 1896. Of staple exports, the largest increase was in the following items: Raw silk, 93 per cent; cotton yarn, 35 per cent; straw braid, 43 per cent. The yarn went chiefly to China, and in spite of the large increase for 1897, the result of the trade in this article in 1898 is doubtful. In the export of rice and silk handkerchiefs, there was a decrease. In the import trade, the items showing the largest increase were: Rice, 28 per cent; cars, 15 per cent; raw cotton, 3.4 per cent; machinery, 9.8 per cent; railway materials, 5.6 per cent. There was a decrease in the mousseline de laine, cotton yarn, cotton piece goods, and woolen cloths imported.

NEW CURRENCY LEGISLATION.

The new monetary law adopting gold as the standard of value, by which gold yen were to be issued to redeem at par the silver yen (the United States equivalent being 49.8 cents), went into effect October 1, 1897. The text of the coinage bill, together with the statement of Count Matsoukaka giving reasons why the circulation should be placed on a gold basis, was published in Consular Reports No. 201 (June, 1897), pages 252-261. An interesting summary of the situation will be found in a letter from Tokyo to the *Journal des Débats*, Paris, December 22, 1897:

The 1st of October, 1897, will be a memorable date in the financial history of Japan. On that day, Japan took place among countries with a gold standard and commenced to redeem, by means of the national banks, the Japanese yen (silver dollars) and paper money with gold fresh from the imperial mint. It rarely happens that a change so important for the economy of a country is decided in so brief a time. The new monetary law was due to Count Matsoukaka. On the 1st of March, the law was presented to the Diet and passed without amendment, almost without discussion; on the 11th, it was passed by the Chamber of Deputies; on the 23d, by the Chamber of Peers; it was signed by the Emperor on the 26th and promulgated the 29th. Less than a month sufficed for this revolution.

The adoption of the gold standard has not received the unanimous approbation of economists and business men. On the contrary, it has found among them its most numerous adversaries. First are those who pretend that the prosperity of the Japanese export trade is due to the depreciation of silver. It is clear that the lower silver falls the more the European client is disposed to give in exchange for Japanese merchandise, and if he pays in gold, the Japanese seller can buy with this gold an increasing quantity of silver, which would be of advantage in his country. Next come those who think that the gold reserve of Japan (valued at about 100,000,000 yen) is destined to be rapidly devoured, first, by payments to foreign countries, as the Empire imports annually much more than it exports; second, by the redemption of the 114,000,000 silver yen which in the course of years have passed into China, Korea, Hongkong—in short, into almost all oriental Asia; lastly, the reform was attacked by those who, affirming that the silver yen would fall farther and farther below the value at which the Matsoukaka law had fixed redemption, accused the minister of causing the treasury to suffer heavy loss.

It is clear that Japan, paying 2.55 francs (49 cents) for a piece of money which on the 1st of August was only worth 2.50½ francs (48 cents) is doing a losing business.

On the other hand, serious arguments for the demonetization of silver and the employment of gold instead are brought forward. The theory that a currency which depreciates constantly is favorable to the country where it is in use has been many times criticised. Without doubt, the Japanese merchants would receive every year, for the same merchandise exported, a more voluminous sum of silver, but the value

of the sum—its capacity for buying—would not be increased; and in the interior, the plethora of money would fatally react, not only upon public morality, but upon the rate of wages.

Let us examine the loss which the treasury must suffer by the redemption of the silver yen at a rate above their intrinsic value. This loss will certainly be several millions, but it will be less than one would suppose. Of the 114,000,000 yen which have gone out of Japan and are circulating in different countries of oriental Asia, a great part, it is certain, has been treated as bullion by changers and Chinese merchants. They have been melted and cut in pieces, so that they are no longer Japanese money and can no longer be presented for reimbursement in gold. Another portion will remain abroad on account of the negligence or ignorance of those who hold it; also, because of the difficulty, especially in far-away provinces of China, of collecting a large enough number of silver pieces to make the speculation profitable, and on account of the need which local commerce may have of keeping them for circulation. Korea, for example, which has no money of its own, has already decided to stamp a certain quantity of Japanese yen. All these deductions made—so say the partisans of the law—there will be presented perhaps not more than 50,000,000 or 60,000,000 silver yen, and the loss will not be more than half of what the pessimists predict.

This exchange has been going on for several weeks, and on the 2d of April, 1898, the silver yen and paper money will cease to be legal tender, though the State will continue to redeem them, by the terms of the law, for five years, dating from the 1st of October, 1897. But since, between now and 1902, the silver yen threatens to fall lower and lower in value, so that its purchase at 2.55 francs (49 cents) will cause a greater and greater loss to the Japanese treasury, it is more than probable that the minister of finance will present a project of law to reduce the period of exchange to one year. It was generally thought that, at the commencement of the exchange, the public would crowd the doors of the national banks. Nothing of the kind has occurred. The exchange takes place with the greatest calmness and without haste, so that on the 13th of October only 3,834,641 yen had been presented for exchange throughout the whole Empire, of which 983,025 were in silver and 2,351,616 in paper. The reason is that the minister of finance, to avoid too great a demand on the treasury, with a consequent discredit of the law and depreciation of the silver yen, adopted the ruse of distributing to the banks only pieces of 10 and 20 yen, deferring to a later date the issuing of 5-yen pieces. By this means, the banks and large dealers were the only ones in a condition to demand the exchange. Another curious fact, the shopkeepers, even at Tokyo, prefer the silver 1-yen piece and its divisions to the new gold pieces of 10 and 20 yen. When a piece of gold is presented in payment, they will take it only at a discount of 25 or 50 centimes. Silver is at a premium.

The Matsoukata law presents decided advantages for the country. It will facilitate the payment of 130,000,000 yen for vessels and armaments that Japan has decided to buy between now and 1905; it places all international commerce with countries having the gold standard above the fluctuation of exchange. Especially will it diminish the weight of importations and facilitate loans in the West to the Government and to private individuals. If Japan had kept the silver standard, the 130,000,000 yen for vessels, cannon, etc., would have meant, in 1905, from the depreciation of silver, a debt of 150,000,000, 200,000,000, or even 250,000,000 yen. To meet this loss, either the taxes must have been increased or recourse had to heavy loans. The value in silver of individual importations would have been increased in the same proportion and for the same reason. The fluctuations of exchange would have continued to hamper exportations. Finally, the capital of Japan being limited and unable to respond either to the needs of the industrial and commercial enterprises which are springing up on all sides or to the repeated loans by which the State, since the war, maintains its armed peace, appeal must be made to European capitalists. Now, these capitalists will respond to this call on condition that Japan shall be a country with a permanent and solid gold standard. The prospect of seeing the gold of London and Paris flow into the vaults of the Japanese treasury, and so animate the commerce and industry of the growing nation, has certainly had great weight in the minds of the promoters of the law.

ECONOMIC CONDITIONS.

Minister Buck sends from Tokio, under date of December 16, 1897, the following copy of a memorandum upon the subject of the economic condition of Japan (translated and printed in the Japan Mail) given out by Count Matsoukata, prime minister and minister of finance, in

reply to a deputation of the Merchants and Manufacturers' Association which waited on him with reference to the difficulties of the present situation:

COUNT MATSOUKATA'S MEMORANDUM.

There exists between social phenomena, especially economical, a relation so close that to separate any one of them and examine it independently is likely to lead to deceptive results. Hence, in examining the economic condition of Japan, it is necessary to take account of the vicissitudes of the public finance; above all, in view of the fact that the post-bellum undertakings of the Government constitute one of the causes of the present economic disturbance.

As the result of the war of 1894-95, which was an affair of unprecedented magnitude for this country, the public expenditure, which had hitherto been about 80,000,000 yen, increased to 190,000,000 yen in the 28th fiscal year (1895-96), and in the next year to 250,000,000 yen. Moreover, in order to meet the exigencies of the war, a sum of over 130,000,000 yen was taken from the floating capital of the nation in the form of a war loan, and devoted to purposes other than productive, the inevitable result being that the purchasing power of the masses was suddenly increased. On the one hand, in order to meet the increase in the ordinary expenditure of the Government, various taxation measures were introduced in the ninth session of the Diet, namely, the business tax (estimated to yield 7,500,000 yen), the leaf-tobacco monopoly (10,000,000 yen), the registration tax (6,000,000 yen), and the sake tax amendment (9,000,000 yen). On the other hand, large items of extraordinary expenditure were required for the manufacture of arms, ammunition, and warships, the construction of barracks, the erection of offices and stores connected with the tobacco monopoly, the building of naval depot offices, and so forth. These items footed up to such a sum that, after employing all the money raised by the war loan, it was necessary to bring over a part of the indemnity. Even then, a deficiency still existed. The extraordinary expenditures actually exceeded the ordinary, and in addition, the outlays on account of Formosa proved much larger than had been anticipated. The money required up to the time when the island was placed under civil administration in March, 1897, reached over 30,000,000 yen. The sum needed for the 29th fiscal year (1896-97) was 22,000,000 yen, while that of the current fiscal year is put at 24,000,000 yen. Then, again, the fund for the encouragement of navigation, originally estimated at about 1,000,000 yen, had to be raised to over 6,000,000 yen. Thus it has been necessary for the Government to provide appropriations much larger than those originally fixed.

In presenting the budget for the current year to the Diet in its tenth session, the necessity of providing a large extraordinary revenue to meet the expenditures caused much anxiety. The plans that had already been settled could not be hastily altered, and only a very brief interval had elapsed since my assumption of office. Under these circumstances, I considered that the heavy responsibilities of my office would best be discharged by pursuing a policy of gradual adjustment. What caused special anxiety at that time was the raising of loans. The amount of loans that had to be floated in order to meet the requirements of the increased armaments and other post-bellum measures was 8,000,000 yen in the twenty-ninth fiscal year (1896-97), 60,000,000 yen in the thirtieth fiscal year (1897-98), and 49,000,000 yen in the thirty-first fiscal year (1898-99). Whether the resources of the people would permit the raising of such largesums was a point very difficult to determine. The only thing that afforded some solace was the fact that the sums to be raised would show a gradual decrease after the thirty-first fiscal year and would cease altogether with the thirty-sixth year (1903-04). Persuaded, then, that no course offered except to maintain the post-bellum schemes of finance, despite the addition they involved to the pressing burden of the nation, I adopted that policy. But the action of the Diet in the tenth session led to a decrease in the revenue, namely, 1,300,000 yen by the amendment of the registration tax and some 2,300,000 yen by the abolition of contributions to the war-ship construction fund by Government officials. Moreover, the actual yield from the business tax shows a decrease of 2,000,000 yen as compared with the estimate. Similarly, the income from the tobacco monopoly may show a decrease of over 3,000,000 yen, because, owing to the delay in putting into operation the new tariff, the importation of foreign manufactured tobacco tends to increase. Thus, while increased outlay is necessary on account of Formosa and the encouragement bounties, the revenue shows considerable reduction. Further, owing to the rise in the prices of commodities, any considerable reduction of the administrative expenses is not possible. In short, the management of the public finances at the present juncture is no light task, whoever be placed in control of them.

Shall we, then, alter the post-bellum programme, which received the universal consent of the nation in the ninth session of the Diet, and shall we adopt the policy of

reducing the military expansion? This question was undoubtedly worthy of serious consideration before the scheme of expansion was approved by the Diet in its ninth session. But to introduce a change in the national policy at the present juncture not only would be prejudicial to the credit of the country, but is also inadmissible under the circumstances of the time. Even supposing that a reduction of the scheme of military expansion were undertaken, the economy thereby effected would be found to be smaller than is imagined, the greater part of the programme having been already carried out.

How, then, is the discrepancy between the expenditure and income of the State to be adjusted? No one that has the real and permanent interest of the country at heart will approve the adoption of a temporizing policy, such, for instance, as the appropriation of the fund set apart for purposes of armaments expansion, or the postponement of the period of the redemption of loans, or the raising of a new loan. Of these expedients, that of meeting the deficiency by borrowed money is particularly objectionable, as its effect would be to aggravate the origin of the malady. Its immediate result might possibly be to alleviate the suffering, but a relapse to the old state would be inevitable, especially as the floating of a loan in the present condition of the home and foreign markets seems to offer little prospects of success. It might not be altogether impossible to obtain the required amount, if the loan were issued at a low rate; but the result of withdrawing a further sum from the nation's capital fund would impair the progress of productive undertakings, and would at all events be followed by a sudden depreciation of even the best securities, thereby increasing still more the embarrassment now experienced by a section of the industrial world.

Under these circumstances it is beyond dispute that the only course to be pursued is to increase the taxes. If recourse were had to the creation of new taxes it would take some time before their incidence could be equitably arranged, and moreover, the multiplication of taxes producing small yields not only causes confusion but is disadvantageous to both Government and people. The sources on which we can rely for the future increase of income are only the land tax and the saké tax. Not only is the land tax the principal source of revenue in this country, but also, there is reason to believe that the price of rice will be maintained at about 10 yen per koku as the result of the adoption of the gold standard. It is but reasonable, therefore, that a certain increase should be made in the amount of agrarian taxation. As to the saké tax an increase was only recently effected, but since the burden does not fall on the shoulders of those who pay the tax it can not be asserted that they are unable to bear a further increase. Besides, the increased income of the lower classes in consequence of the rise of various industries and undertakings has been followed by an increased consumption of saké. The quantity brewed this year, for instance, shows an increase over that of last year, notwithstanding the fact that the incidence of taxation was raised since 1896. It therefore seems justifiable to effect a further increase in this tax, at the same time taking steps to exercise proper checks upon the brewing of liquor for family consumption, and to correct any other circumstances that tend to decrease the demand for saké. It has to be borne in mind, too, that the increase of these taxes will have the effect of reconverting into capital the money now distributed among the lower classes, and also of checking the growth of luxurious habits of living. A further result of the proposed taxation will be to avert any increase of burdens upon those engaged in productive industries. I believe that these measures will prove of no small benefit to the national economy. If the taxpayers sacrifice their self-interest for the sake of the permanent good of the country, and if the Diet be impartial enough to give consent to these taxation measures, an addition of about 20,000,000 yen will easily be made to the revenue. If, also, the revision of the treaties be carried out as anticipated it will be practicable to put the new tariff into operation from July, 1898, the consequence of which will be an addition of 7,000,000 to 8,000,000 yen to the revenue, and by effecting some improvement in the method of levying the business tax and managing the tobacco monopoly, while, at the same time the tax-paying capacities of the people improve, a general augmentation of the public revenue may be not unreasonably expected. Even the adjustment of household economy requires time; how much more must this be the case with regard to the reform of national finance. If both Government and people be united; if no errors of procedure be made; if the difficulties of the situation be patiently encountered, and if the exigencies of the time be recognized, there is no reason to fear that the post-bellum measures can not be consummated, though the effort will be severe, especially since, unless unforeseen emergencies arise, the volume of the extraordinary expenditures will gradually decrease, and the difficulty experienced in drawing up yearly estimates will proportionately diminish. If it were alleged that the people's resources were not adequate to bear an increased burden of 20,000,000 yen the question would be different, but if not, I am convinced that the best course under the existing circumstances is an increase of taxation.

This expansion of the post-bellum finance has led to an increase of various works under the Government, and these, supplemented by a general development of private industries, have produced great disturbance in the economic condition of the country. One of the most conspicuous consequences has been a sudden and extraordinary increase of the purchasing power of the people. This circumstance, together with the fall of silver, has brought about an unprecedented rise of prices. Believing that such an abnormal rise of prices was injurious to a healthy and permanent economic development of the country, the Government carried out the monetary reform, so that the national finances might be placed on a sound basis. Since then, there have been constantly accentuated fluctuations in the price of silver. It dropped at one time from 29 pence as far as 23 pence per ounce and rose again to 27 pence. Although these fluctuations have not ceased, our foreign exchanges have remained almost invariable since the coming into operation of the new monetary system. As a consequence, almost unprecedented activity is noticeable in the silk trade. It was urged by the opponents of the monetary reform that under the new system our silk trade would be stolen from us by China; but the point of chief importance in foreign trade being stability of exchange, there does not appear to be any sign of our silk trade being invaded by China. Altogether, our export and import trade has made rapid progress. It is true that imports continue to be in excess, but it must be borne in mind that the excess is in a large measure caused by the purchase of machinery and raw material, which will in course of time materially contribute to increased production and export. There is, therefore, nothing in the condition of our foreign trade to cause any anxiety. The depreciation of silver has caused more or less disturbance in our export of cotton yarns to China and other silver countries, but the disturbance will subside with the cessation of exchange fluctuations. Not only that, but since we shall be able to buy raw material cheaply from silver-using countries, our temporary loss will be compensated. Already, indeed, there are signs that trade with these countries is beginning to recover. As to the redemption of silver yen, no large sums have been presented for exchange, such as were foretold by some excited persons. Not only has the amount exchanged not yet reached the estimated limit, but there is even a tendency toward the coming in of foreign gold.

It is a matter of public knowledge that more or less inconvenience is felt at present in the field of national economy, the prices of commodities having been forced up by a sudden increase of the people's purchasing power, the prices of shares having depreciated owing to the fever for new enterprises, and the demand for capital having produced a tightness in the money market. Three remedies only suggest themselves in such a situation. They are—

- (1) To refrain from interference and leave matters to right themselves.
- (2) To raise the rate of interest and reduce the volume of the currency.
- (3) To increase the volume of the currency and satisfy the demand for capital.

It is essential that economical plans should not be based merely on theory. One of the above three courses has to be selected and vigorously pursued. But before fixing upon a future policy in a matter of such great importance, we have to consider the causes that have brought about the present state of affairs; we have to examine the state of society; and we have to take care that we are in touch with the time. The origin of the present malady seems to consist in—

- (1) An increase of the people's purchasing power.
- (2) A sudden development of industrial fever.
- (3) Deficiency of capital for various enterprises.

These seem to be the only causes. It follows, therefore, that the objects upon which attention must be fixed are the utmost possible reduction of all unproductive expenditures, apart from the outlay on account of armaments which are essential to the very existence of the State; the prosecution of efforts on all sides to restrain purely speculative enterprises; the provision of capital to meet the needs of profitable undertakings; the adoption of measures such as shall avert undeserved misfortune from necessary enterprises, that have already been established or are on the point of being established, to say nothing of new schemes, and the protection of the general credit against disturbance. To consummate these aims we have to ask for the cooperation of the Diet in several matters, of which the following are the most important:

The work of revising the treaties with France and Austria-Hungary has made rapid progress, and the exchange of ratifications may take place during the year. That being the case, it is necessary that the Diet should lose no time in giving its assent to the new codes, which are essential to the operation of the treaties in 1899. Without that assent, the new treaties can not go into operation—a result that would be humiliating to the country in the eyes of the world. Not that alone, but if the treaties become operative, the new tariff also will go into force, as already explained, bringing an increase of public revenue; the present extravagant expenditures of the people will receive some check, and, what will appear much more important to

many people, facilities for the inflow of foreign capital will be afforded, to the great profit of the country. It is a matter of course that foreign capitalists should hesitate to invest any large amount of money in Japanese industries under treaties that impose as many restrictions as the present ones. A market was indeed found abroad for a considerable quantity of loan bonds after the introduction of the gold standard; and even before the revised treaties go into operation there will be more or less demand in foreign markets for Government bonds and for the shares of trustworthy companies, especially those of the Industrial Bank, which give their holder a right to a part of the profits. Still, so long as the present treaties remain in force, foreign capital is not likely to come in large quantities. It is thus plain that the Diet's consent to the remaining parts of the codes in its next session is almost an essential step toward supplying the future demand for capital. Some people affirm that the Government's credit should be pledged for the purpose of bringing in a large sum of foreign capital, but such precipitate devices, conceived in the interest of individuals, are to be avoided as much as possible; for it must not be forgotten that they involve a serious risk of causing economical disturbance, and that foreign capital, unless wise measures be adopted for introducing it, may produce effects the reverse of beneficial. Briefly speaking, unless an occasion offers for obtaining foreign capital in a suitable way and employing it in productive enterprises, its introduction may produce incalculable disturbance, may bring about a panic, and may simply have the effect of augmenting the borrowers' burdens without contributing anything to their advantage. If order be introduced into the state finances, if the national economy be firmly based, if credit be sound, and if the fiscal system be duly arranged, capital will come to us without our going in search of it.

In the next place, were a redundant currency responsible for the appreciation of the prices of commodities, some reduction of the volume would doubtless be necessary. Now, speaking in terms of the new gold coin for convenience of comparison, the volume of hard money in circulation in June, 1890, was over 330,000,000 yen, whereas the volume in circulation in June of the current year was about 300,000,000. Again, the paper money of various kinds in circulation at the end of 1894 aggregated 185,000,000 yen, and at the end of last month (November) it aggregated 215,000,000. Thus there has been no marked expansion of volume. Even if there had been more or less increase, it certainly could not be held entirely responsible for the appreciation of prices, in view of the augmented demand for currency produced by industrial development, and of the fact that no small quantity of coin has gone to Korea, to China, and to Formosa. The only trouble is that the ownership of the currency has changed. It has gone out of the hands of productive manufacturers and passed into the possession of the laboring classes—no less than 80,000 men are employed upon one branch of works—and of the consuming classes. To collect it and bring it within reach of productive enterprises is of prime importance at present. For that purpose it is proposed to issue public bonds of small denominations, so as, on the one hand, to increase the supply of capital available for industrial purposes, and, on the other, to promote a spirit of thrift among the people. Thus not only will relief be afforded to the present stringency of the money market, which is due not so much to the want of capital as to its defective circulation, but the purchasing power of the laboring classes will be somewhat diminished and the interests of the producing classes promoted.

Nothing conduces so much to economic progress as credit and confidence. At present, however, issues of convertible notes in excess of the legal limit has become an ordinary occurrence. Business men live in constant apprehension lest the Bank of Japan should raise its rate of interest, a state of affairs very far from being conducive to the development of enterprises the maintenance of which presents any difficulties. The reason that a necessity arises for thus exceeding the ordinary limits is that the point fixed by the present convertible note regulations, namely, 85,000,000 yen, is too low, especially in view of the fact that large quantities of cheap money are needed for the purpose of foreign bills of exchange. It consequently appears necessary to effect some amendment of the present convertible bank-note regulations.

All the above projects call for the enactment of new laws or the revision of those now in force, and can not, therefore, be carried out without the cooperation of the Diet. If, on the other hand, that cooperation be obtained, I believe that the condition of the national economy will be greatly improved and the present embarrassments removed. It may possibly be questioned whether this programme is not inspired by a desire to increase the volume of the currency. By no means. Is it to be supposed that the error would be committed of needlessly swelling the currency and thus producing an appreciation of the price of commodities? This point was elaborated more than once in connection with the change of the monetary standard. It is governed by the same considerations that forbid, as highly injurious, such proceedings as the sudden introduction of a large quantity of foreign capital, or the investment of money in vast enterprises without making any inquiry into their nature or soundness. It is sufficient to promote profitable enterprises and to provide

necessary capital. I can not possibly agree with those that advocate an increase of the volume of the currency. Nay, more, I consider that every effort should be made to restrain extravagant enterprises and to maintain sound and profitable undertakings, and that nothing is more to be avoided than the production of a new access of industrial fever by suddenly augmenting the circulation. At the same time, I am fully sensible of the great injury that may be caused by running to the other extreme of contraction, thus causing the failure of profitable enterprises and destroying credit. It is necessary to avoid both extremes—that of restraint and that of impulse—and to strive after the happy mean.

Finally, there is one point demanding close attention. This is a time of demand. Care is therefore taken that the resources of supply shall not fall behind. The fact that machinery and raw materials are being vigorously imported is well known. But demand will gradually grow less hereafter, and if producers, carried away by the prosperity of the moment, take no precautions and fail to reduce supply in due proportion, they may be overtaken by embarrassment greater than that now suffered by one class of industrials, owing to the decline in the market price of shares. It is most desirable that manufacturers and bankers should unite in adopting precautionary measures, so as to guard against the evil of excessive supply. For the purpose of averting that great calamity, leading business men should agree to subject to the severest scrutiny all new projects, and should be content to devote their strength to the consummation of such undertakings only as can be certainly trusted to mature. There may be cases at present in which the temporary suspension of projects involves more or less difficulty, but to shrink back to-day is to stretch out to-morrow, whereas to advance recklessly now may mean complete ruin hereafter. Arguments of this kind may perhaps be called inconsequential, since they have no connection with any of the three propositions advanced above. But to be guided by mere rules, to attach prime importance to quibbles of irresponsible controversy, to apply moribund principles to living economical society, with all its changing phases, is not merely to stultify oneself, but also to incur the risk of working grievous injury. Thus, though the general policy of the Government is positive, it will, at the same time, be an object to restrain anything hurtful, to encourage everything profitable, above all and before all to prevent failures, and to promote general economic progress. It must not be forgotten that this is a time demanding the sacrifice of selfish considerations and personal aims, the circumspect avoidance of rash enterprise, and a steady advance in safe directions.

INDUSTRIAL DEVELOPMENT.

A valuable report on the state of trade in Japan was received by the British foreign office from Mr. Byron Brenan, November 9, 1897. "It is obvious," he says, "that Japan is rapidly becoming an industrial country, for each year, the quantity of raw material imported and of manufactured articles exported increases. The population is growing at a rapid rate, from 33,000,000 in 1872 to 42,000,000 in 1896, and as Japan is not by nature suited for agriculture, and already her population is denser than that of many European countries, the means of livelihood in the future must be sought in industrial development. In 1872, the whole value of manufactured articles exported did not amount to \$500,000 (silver); in 1896, it reached \$45,000,000 (silver), or 40 per cent of her total exports. In the first-named year, the whole import trade may be said to have been in manufactured articles; the value of raw materials now imported amounts to 30 per cent of her total imports."

"The importation of machinery," he continues, "is another proof that Japan is making steady progress in manufactures. Up to 1888, Japan bought little machinery. From that year to the end of 1896, she purchased abroad machinery to the amount of \$25,000,000 (silver), and in addition to this import, the Japanese have made a large quantity for themselves from foreign models. The people are becoming independent of outside countries for the simpler forms of machinery." The writer adds:

There are some among her public speakers or writers who are sanguine enough to foresee the time when Japan will supply the markets of Europe with articles of European type, but her more moderate thinkers are satisfied with less far-reaching

results. The counsel they give to Japanese manufacturers is to reserve Japan's special productions in which she excels other countries, such as silk, tea, artistic manufactures, and articles requiring great expertness of fingers, for the more civilized countries of Europe and America. Japan, they argue, may easily beat these countries in articles where artistic skill and hand labor play a large part, but to compete in their markets with mechanical manufactures in which they are themselves so proficient is, in their opinion, for the present out of the question. As to the semicivilized nations of Asia, Japan's endeavor should be to supply them with two classes of merchandise—first, such articles as Japan already manufactures for her own use, and, secondly, articles imitated from foreign patterns and designs which are already in demand in Asiatic countries. Japan must begin with ruder articles and gradually advance to better and finer articles. The commercial policy advocated by those in authority is to strive to attain perfection by assiduous practice, and meantime, to sell the work of their 'prentice hands to those semicivilized people who are satisfied with cheap and inferior commodities.

In spite of all that has been said about the development of Japan, Mr. Brennan does not think that there is danger of her competing with Western countries, except in a few lines. He notes that though exports have increased enormously, they have not been so much in new lines as in increases of her staple products. In the last nine years, for instance, during which period the export trade increased 79 per cent, rice increased 500 per cent; sake (spirit), 474 per cent; fish oil, 433 per cent; manufactured silk, 257 per cent; and fans, 135 per cent. It is true that cotton yarn and textiles, matches, glassware, and umbrellas are new manufactures for Japan. Cotton textiles are exported to China, but not at the expense of any European country. They compete rather with the Chinese product. Compared with the consumption of English cottons in China, Japan's contribution is very small.

In matches, Japan has completely beaten the rest of the world, supplying China, the Straits, India, and other countries. Her glassware is of the commonest quality, but it suits the people of China, India, Korea, and Asiatic Russia. Of umbrellas of the European pattern, she exports nearly 2,000,000, chiefly to China, the Straits, and India. As to yarn, the writer thinks that, before long, China will be able to produce enough to supply her own markets. One of the great defects of Japan as a manufacturing country is the tendency to allow all articles to deteriorate as soon as they have won a place in trade. The rise in the price of wages is another obstacle which must be considered.

MERCHANT MARINE.

Before the war, says Mr. Brennan, the tonnage of Japanese steamers amounted to 160,000 tons. There are now some 400,000 tons of steam shipping. A good many of the vessels, it is true, are old and not adapted to modern trade. The Government encourages the mercantile marine by subsidies, bounties, etc., in every way possible. The principal steamship company, the Nippon Yusen Kaisha, runs regular lines to Europe, America, India, and Australia. When all the new steamers that have been ordered are received, the company will have 80 vessels, 50 of which will be over 2,000 tons. So far, however, this enterprise has not been profitable, partly on account of the careless management of freight.

RAILWAYS.

The British report above quoted says that there are now in operation 600 miles of State railways and 2,300 miles of private lines; besides this, nearly 1,000 miles more of private lines are in course of construction, and charters for 500 miles in addition have been granted. The Government intends to construct 1,220 miles more in the next ten years.

Railway enterprises pay well in Japan. Formerly, most of the stock and materials came from England, but for the last two years, there has been a tendency to place orders in America, especially for locomotives.

TREATY PORTS.

The ports open to foreign commerce in Japan are Yokohama, Kobe (or Hiogo), Osaka, Nagasaki, Hakodate, and Niigata. In thirteen other ports, trade with foreign countries is permitted under certain conditions, but these ports are open only to the Japanese flag. Kobe and Yokohama are the two most important ports, the import trade of Osaka being merged into that of Kobe.

TRADE WITH GREAT BRITAIN.

According to the report already quoted, the trade of the British Empire in Japan is increasing in a satisfactory proportion. From 1890 to 1896, imports from the United Kingdom increased 72 per cent, and those from all other countries 149 per cent; but this large percentage, says the writer, does not necessarily prove that the trade with other countries is now large. It is merely evidence that it was small seven years ago. The articles in which the export trade of Great Britain shows the greatest increase are machinery, locomotives, pumps, steam boilers and engines, printing paper, manufactured iron, rails, cotton yarn and manufactures, woolen manufactures, and chlorate of potash.

TRADE WITH THE UNITED STATES.

The principal imports of Japan from the United States in 1896, according to Consul-General McIvor, were:

Articles.	Value.	Articles.	Value.
Boilers and engines.....	\$29,081	Machinery—continued:	
Books.....	23,047	Paper-making.....	\$65,486
Carriages and parts of.....	47,613	Mining.....	12,533
Clocks and parts of.....	52,050	Sewing.....	13,567
Cotton, raw.....	2,263,771	Metal ware, sundry.....	57,869
Cotton, duck.....	48,948	Kerosene.....	2,799,941
Drugs, medicines, and chemicals.....	29,986	Butter.....	20,175
Dyes and varnish.....	20,257	Condensed milk.....	58,497
Grain, wheat, etc.....	31,406	Flour.....	521,531
Instruments, scientific, etc.....	49,501	Pumps.....	13,235
Iron nails.....	123,152	Rails.....	198,702
Iron pipes.....	39,189	Railway cars and material.....	32,419
Ironware.....	20,452	Sugar, refined.....	14,387
Hides and hoofs.....	31,041	Timber, wood, and planks.....	78,734
Implements and tools.....	16,082	Tobacco, cut, and other.....	75,317
Lead pencils.....	14,907	Cigars.....	2,553
Leather, sole.....	235,967	Cigarettes.....	200,211
Leather, other.....	196,036	Watches.....	100,113
Locomotives.....	220,536	Watch fittings.....	24,247
Machinery:		Wax, paraffin.....	69,167
Dynamo.....	148,143	Wine.....	18,884

Consul-General Gowey reports that the trade of Japan with the United States for the first half of 1897 exceeded that of any previous year. The exports amounted to \$11,016,000 and imports to \$6,500,000, while in the first half of 1896, exports to the United States were valued at \$6,141,000 and imports at \$3,724,000. The report continues:

Although the exports to the United States exceeded the imports from that country, as they have always done, the increase has consisted almost entirely of raw material which is not at present produced in the United States, such as silk, tea, etc., or of

those manufactured goods which can not be made there. But even in the latter, the only increase has been in habutai, straw matting, straw plaits, and paper fans and screens. * * * There is, therefore, nothing in the exports from Japan during the first half of the year 1897 which in any way injuriously affects the industries of our country. On the contrary, the exports from Japan to the United States prove that Japan is a country whose produce the United States can use to advantage, but whose manufactures can not, except in exceptional cases, compete with home-made goods. For instance, the textile fabrics, for which Japan is now using considerable machinery, are almost entirely exported to eastern countries, the quantity sent to the United States being insignificant. * * *

The large increase in the import of food, provisions, etc., is a proof of the improved condition of the people of Japan, for there is an increase in every item enumerated and especially in rice, the staple food of the people. The increase in the imports of raw material, such as cotton, jute, and wool, shows to what an extent the Japanese are advancing in the manufacture of textile goods by machinery, which means an increased demand for American cotton. The growth of the imports of locomotives, railway material, and machinery is very satisfactory, a great deal having come from the United States. This increase must continue, and it is in this direction probably more than in any other that imports from the United States will develop.

Raw cotton, jute, and wool were imported to the value of \$12,000,000 in the first half of 1897, against \$9,400,000 in the first half of 1896; provisions were valued at \$13,000,000 in 1897, against \$7,000,000 in 1896; and railway material and machinery were imported to the value of \$6,000,000 in the period of 1897 under review, against \$2,400,000 in 1896.

Mr. Hunter Sharp, vice-consul in charge at Hiogo (Kobe), says that raw cotton takes the lead in value among imports from the United States, and shows the largest increase on the list of imports. An increase of 22 per cent is noticeable in Indian, 76 per cent in American, and 19 per cent in Chinese cotton for the first six months of 1897. The reasons given for this demand for cotton are the increased number of factories and the large exports of yarn to China; also the abrogation of the Japanese import duty on raw cotton. The chief demand among local mills, continues Mr. Sharp, is limited to inferior grades used for the manufacture of a coarse quality of yarn; hence, the large trade in Indian cotton. The better qualities of cotton from the United States are used as a mixture with these inferior grades in order to produce the quality of yarn demanded in Japan and China.

The vice-consul also reports an increase in deliveries of American oil and a corresponding decrease in the consumption of Russian oil. Langkat kerosene is gaining a foothold. Steel rails, which formerly came from Europe, are now largely imported from the United States, the cost being much less than that quoted by European manufacturers. Locomotives are being imported from the United States and are giving great satisfaction. Steam engines, boilers, iron-working machinery, and engineering accessories have largely increased in the number imported. Mr. Sharp continues:

It may be said that the increase in the special lines of imports is due to the United States manufacturers arriving at the conclusion that the trade of this country is worth catering for, and having in consequence made their prices so as to compete with European manufacturers, which heretofore has never been done. Representatives of the American manufacturers have come in personal contact with the consumers or importers and have studied their wants and business methods, and have therefore become better acquainted with the trade. United States machinery is gradually becoming more popular as its superior qualities become known.

The merits of American industrial apparatus are brought into prominence by the successful and satisfactory operation of the few machines imported. A portion of this trade has been done with the Government, with satisfactory results, which heretofore has been limited to England. The British were the first to send competent men to exploit and sell machinery of various kinds to this country, and it is but

natural that the Japanese should, by reason of custom and precedent, desire to continue the trade with them; but the satisfactory operation of American machinery is largely influencing the Japanese engineers to change their opinions and place orders in the United States. American goods can be imported into this country more speedily than European productions, which is a recognized advantage in trade.

Iron nails and pig iron, adds Mr. Sharp, were formerly supplied chiefly by Europe, but are now largely imported from the United States, 1,800,000 pounds of nails and 1,000,000 pounds of pig iron being imported from the United States for the first six months of 1897, against 200,000 pounds of nails and no imports of pig iron for the same period of 1896. The trade in lumber is growing, and the vice-consul says there can be no doubt as to the future of this commodity if those interested in the manufacture give it proper attention. He concludes by saying that the balance of trade between the United States and Osaka and Hiogo (Kobe) is now in favor of the United States, and that if the efforts now being made for the sale of goods continue, the trade will increase.

Consul Abercrombie, of Nagasaki, speaks of the rapid increase in the price of labor in Japan in the last few years and the corresponding rise in the price of food stuffs. Skilled labor is now hard to obtain. The cost of clothing, for instance, has increased 50 to 100 per cent; articles of food and fuel cost 80 per cent more. The result of the rise in the price of food products has been to place in the hands of farmers an amount of ready money never before possessed by them, while the increased demand for labor in cities has drawn away from the farms a large number of laborers. On account of these conditions, the consul thinks that the time has arrived when a judicious canvassing of the country would open a large market for labor-saving machinery from the United States, to replace the primitive appliances used by the Japanese. Too much stress, he continues, can not be laid upon the necessity of sending agents to study the needs of the Japanese. He advises against trusting business entirely to local firms, even though they be reliable. The advantages of United States manufactures, he says, have slowly but surely impressed the mind of the Japanese. Imports from this country into his consular district have doubled during the past year. Besides kerosene and raw cotton, staple articles of import, four new lines have been introduced—lumber, wire nails, tubes, and pig iron—as the results of canvassing by special agents. On the other hand, the importation of condensed milk, of watches and clocks, has decreased, owing to the unreliability of the milk of late, and to the fact that the Japanese are making clocks and watches cheaper than the imported articles. Textile fabrics from the United States are comparatively unknown there, except for transshipment to Korea. The consul comments on the excessive charges for cases, packing, etc., made by United States firms, which interfere with business in some lines.

A report on the trade of Formosa, transmitted by Consul-General McIvor, of Kanagawa, shows that Great Britain has the largest trade of any European country and that the United States is a very good second—far ahead of Germany. Flour and kerosene are the chief imports from the United States, \$108,000 and \$159,000 worth, respectively, having been imported in 1896. Nearly all the timber comes from China, and there seems to be an opening for the Pacific coast lumber trade.

KOREA.

Mr. Allen, minister resident and consul-general at Seoul, gives the following statement of the trade of Korea in 1895 and 1896:

	China.		Japan.		Russian Manchuria.	
	1895.	1896.	1895.	1896.	1895.	1896.
Imports	\$1,050,000	\$1,079,000	\$2,919,000	\$2,147,000	\$64,900	\$39,100
Exports	45,000	131,000	1,183,000	2,198,000	11,800	34,200

The total imports of merchandise were \$4,041,000 in 1895 and \$3,265,100 in 1896. The exports were \$1,240,000 in 1895 and \$2,364,000 in 1896. The chief articles of import in 1896 were:

Articles.	Value.	Articles.	Value.
Cotton goods.....	\$1,669,272	Kerosene (Russian)	\$31,867
Woolen goods.....	18,371	Silk piece goods	166,923
Metals and hardware, brass and copper ware.....	149,577	Provisions (chiefly from the United States).....	46,311
Flour (chiefly from the United States).....	21,697	Timber (some from America via Japan).....	36,962
Kerosene (United States).....	165,004		

The principal articles of export were:

Articles.	Value.	Articles.	Value.
Beans and peas	\$638,535	Rice	\$1,254,671
Biche de mer	13,530	Seaweed	31,202
Ginseng	134,032	Skins	19,203
Cowhides	118,959	Wheat	21,402

Gold dust was also exported to the value (declared) of \$695,206.

The direct trade in goods of United States manufacture, says Mr. Allen, does not appear in these tables clearly, as such goods mostly enter Korea from Japan. Materials for a 25-mile railroad are now being imported from the United States, as well as a quantity of mining machinery. The import of provisions and household goods is considerable. Some agricultural implements have been ordered as an experiment. Gold mines are being opened by United States capital. The year 1897, adds Mr. Allen, shows a great increase in the foreign trade of Korea.

PERSIA.

The control of the Persian market, says Vice-Consul-General Tyler, of Teheran, is enjoyed by Russia, England, France, and Austria in textile fabrics and by India and China in tea. No statistics as to trade are available, but Russia and England supply cotton goods, France silks and fancy articles, and Austria glassware and army munitions. Canned salmon, beef, and extract of beef are from the United States, though frequently credited to other countries. Iron comes from Russia and England; cigarettes, which are rapidly supplanting pipes, from Russia, Turkey, Egypt, England, and France. Shoes and small wares come from various countries of Europe. In making shoes for

the Persian market, says Mr. Tyler, it is necessary to take into account the habit of removing footwear at the doors of dwellings. This is impossible with laced or buttoned shoes. There is little opening for the introduction of weaving machinery, for Persian goods are valuable chiefly because they are made by hand. Bicycles have not yet found favor among the natives. Agricultural implements are primitive, and the people show little disposition to change. Sewing machines are largely used throughout the country, and bear the names of United States manufacturers. Mr. Tyler thinks that a machine which would do embroidery or fancywork would meet with a good sale. Nothing appeals to the Persians as quickly as novelty. Coal being very expensive, the vice-consul-general advises the importation of petroleum stoves. He thinks they would sell readily, and petroleum, which comes from Russia, is cheap and plentiful. The people, as a rule, can not afford expensive things, but if a better article can be supplied at the same price as one already known to the trade, the Persian is quick to see the advantage.

THE PHILIPPINE ISLANDS.

According to a British foreign office report (No. 1932, annual series, 1897), the total imports into the islands in 1896 were valued at \$10,631,250 and the exports at \$20,175,000. The trade with several of the most important countries (compiled from the respective official statistics) was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Great Britain	\$2,467,090	\$7,467,500	United States	\$162,446	\$4,982,857
Germany.....	744,928	223,700	China.....	103,680	13,770
France.....	359,700	1,990,200	Japan ¹	98,782	1,387,909
Belgium.....	272,240	45,660			

¹ In 1897.

About 13 per cent of the imports, says the Stateman's Year-Book, come from Spain. Three-fifths of the imports from Great Britain consist of cotton manufactures and yarn.

Details of trade with the United States during the last two years are given by the United States Treasury as follows:

Articles.	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
IMPORTS.				
Hemp, manila.....tons.....	35,584	\$2,499,494	33,533	\$2,701,651
Cane, sugar (not above No. 16).....pounds.....	142,075,344	2,270,902	72,463,577	1,199,202
Fiber, vegetable, not hemp.....tons.....	872	68,838	5,450	384,155
Fiber, vegetable, manufactures of.....		26,428		23,170
Straw, manufactures of.....		81,352		72,137
Tobacco.....pounds.....	1,280	808	2,745	2,338
Miscellaneous.....		35,035		1,087
Total.....		4,982,857		4,383,740
EXPORTS.				
Cotton, manufactures of.....		9,714		2,164
Oils, mineral, refined.....gallons.....	1,130,769	89,958	600,837	45,908
Varnish.....do.....	1,138	1,500	2,483	2,239
All other.....		61,274		44,286
Total.....		162,446		94,597

It should be noted that our trade is really much larger (especially in the item of exports to the islands) than is indicated by the above figures. Large quantities of provisions (flour, canned goods, etc.) are sent to Hongkong or other ports for transshipment, and are credited to those ports instead of to Manila.

As to exports from the islands, Consul Williams, of Manila, says:

During the year 1897, there was an increase in the export of hemp from the Philippines to continental Europe of 19,741 bales; to Australia, 2,192 bales; to China, 28 bales; to Japan, 2,628 bales, and to the United States, 133,896 bales—a total increase of 158,485 bales, while to Great Britain, there was a decrease of 22,348 bales.

Thus, of increased shipments from the Philippines, those to the United States were 544 per cent greater than to all other countries combined.

Of the total exports of hemp from the Philippines for the ten years ended 1897, amounting to 6,528,965 bales (914,055 tons), 41 per cent went to the United States. During the same years, the Philippine Islands exported to the United States and to Europe 1,582,904 tons of sugar, of which 875,150 tons went to the United States, 666,391 tons to Great Britain, and 41,362 tons to continental Europe; showing that of the total exports, more than 55 per cent went to the United States.

In a report published in Special Consular Reports Highways of Commerce, Consul Elliott, of Manila, says that there is but one railway in the islands—from Manila to Dagupin, a distance of 123 miles. It is single track and well built, steel rails being used its entire length, the bridges being of stone or iron, and the station buildings substantial. English engines are used which make 45 miles per hour. The Government assisted in the construction of the road by making valuable concessions of land with right of way its entire length, and by guaranteeing 8 per cent per year upon the stock of the road for a period of ninety-nine years, when it is to become State property. So far, adds the consul, the road has paid more than 10 per cent per annum to shareholders.

Mr. Elliott also states that the *Compañía Transatlántica* (Manila-Liverpool) maintains a monthly service to Europe; that there are four lines of steamers to Hongkong, and many local lines plying between Manila and the provinces, the largest having twenty-eight steamers of 25,000 tonnage.

Consular Reports No. 203 (August, 1897) quotes from a report published in the *Bulletin de la Société de Géographie Commerciale* (Paris, 1897, Vol. XIX, No. 4) the following description of the industrial condition of the Philippine Islands:

There are about 25,000 Europeans resident in the islands (the total population is nearly 8,000,000), of course not counting the troops. Some 12,000 are established in the capital, Manila, the center of the colonial government. English, Spanish, and German houses are engaged in trade, advancing money to the natives on their crops. Such business methods involve risks and necessitate large capital in the beginning, but the profits are immense. The land is fertile and productive, and lacks only intelligent cultivation. Abaca (manila hemp) is one of the chief sources of wealth of the country. Sugar cane does not give as satisfactory returns, owing largely to the ignorance of planters. The average production is 178,000,000 kilograms (175,186.96 tons), while that of Cuba is equal to 720,000,000 kilograms. The sugar goes almost entirely to Japan, England, and the United States. It is of poor quality and very cheap. The cultivation of tobacco is one of the most important industries, although it is capable of much greater development. The native coffee, although not equal to the mocha or bourbon varieties, has a fine aroma. It goes chiefly to Spain. Cocoa trees grow in abundance, and the oil is used for lighting houses and streets. The indigo is famous for its superior qualities. The inhabitants are apathetic to a degree that is noticeable even in these countries, where everyone is averse to exertion. The women have long and slender fingers, remarkably fine and sensitive, and well adapted to their work. The hats and cigarette holders they make and the articles they embroider are models of delicacy. Cotton spinning and work in bamboo are among the chief industries.

SIAM.

A report from Mr. Barrett, minister resident and consul-general at Bangkok, gives the imports at that port in the year 1896 as \$10,522,000 gold, and the exports as \$15,181,000. Bangkok, he says, is the only entrepôt in the country, but few people outside realize the importance of the city; it is one of the busiest in Asia. Trade is largely in the hands of the Chinese, although the English, Germans, Danes, French, Belgians, Americans, etc., have important interests. Mr. Barrett thinks that there are great opportunities for trade in the country, and urges the establishment of United States firms. European houses now control the market, which is prejudicial to imports from America. Exporters in San Francisco should make arrangements for through freight rates with the steamship companies, to Bangkok via Hongkong. This policy, says Mr. Barrett, is followed with success by European exporters. He adds:

All these countries—Russian Siberia, Japan, Korea, China, Siam, Formosa, the Philippines, Java, Borneo, Straits Settlements—constituting the vast field which I have often termed the "Pacific opportunity"—offer to the United States in general, and to the Pacific coast in particular, a boundless opportunity, which should be improved in every way possible before it is too late. No reasonable step should fail to be taken, no stone left unturned, in the competition for a fair share of the trade of the 500,000,000 people who dwell in lands washed by the same sea that laves the shore of California, Oregon, and Washington.

The climate, continues the writer, must always be remembered in selecting and packing goods for Siam. Damp heat is ever present, and measures must be taken to protect articles exported. The local market does not demand good quality. Ninety per cent of the population prefer to buy an article new three times a year than to get one of a better quality, although it may be more expensive in the end. A large proportion of the orders are placed in Singapore and Hongkong, and it would be well for United States exporters to have agents in those ports. The Bangkok market is fond of bright colors in clothing, and of novelties of all kinds.

The customs records, says Mr. Barrett, are so kept that it is impossible to give a correct list of imports from the United States in quantity and value. Flour comes almost exclusively from this country, and the demand could be easily quadrupled by pushing the market. It has been claimed that flour would not be popular in a rice-producing country, but experience has proven the contrary. Kerosene imports are suffering from competition with oil from Sumatra and Russia. Machine oil from the United States bids fair to control the market, although the trade has been recently started. The product is of high grade, and is used in the large rice and saw-mills. United States sewing machines are always in demand. A few lamps and tools are imported, but the prices are a little too high. Clocks and watches have a good reputation, and the cheaper grades would sell well. Machinery for the electric tramways, as well as rolling stock, has come from America. Electric fans and typewriters have arrived in small but increasing quantities. Bicycles have not been generally introduced, but the few that come find a fair market. Medicines and drugs came from the United States in larger quantities in 1896 than for some years. Beer is also popular, and ginseng is in demand among the large Chinese population. A few gray shirtings and drills have come from the United States and have met

with success. Canned goods of all varieties are being introduced, but are not pushed. There is no reason, Mr. Barrett adds, why a large demand for all products in this line should not be created. Milk from the United States is easily in the lead, as well as corned beef, oysters, salmon, lobster, etc. He thinks that butter and cheese, if properly packed, should compete favorably with Australian and Canadian products. Trade might also be developed in wire nails, mining and milling machinery, agricultural implements, dredging apparatus, pumps, metal building supplies, wire (plain and barbed), piece goods, bunting and flag material, rubber goods, wines and brandies, electrical supplies, fancy goods, printing presses, leather, carriage and harness supplies, and novelties of all kinds. Of course, he adds, the competition of Europe must be met on such a basis that the difference in price will not drive the buyer away.

Exports to the United States consist chiefly of rice, pepper, and teak; hides, buffalo horns, ivory, ebony, rosewood, gum benjamin, sticklac, rubies, and curios may also be mentioned.

As to the share taken by other countries in the trade of Siam, Mr. Barrett says that cotton goods and yarn come from England and Switzerland, shirtings and drills from the former country especially; cutlery, nails, steel in bars, saws, and files from Germany; corrugated iron, yellow metal, lead, tin sheets, iron buckets, etc., from England; railway material and machinery for rice mills from England and Germany; india-rubber goods from Germany; soap in bars and perfumery from England, Germany, and France; lamps from Germany; watches from Switzerland; paper from China, Belgium, and Germany; cement from England; paints and oils from England; porcelain and earthenware from China; felt hats of common quality from Italy and Germany, better quality from England and Belgium; Panama hats from France and Switzerland; preserves from England, France, and Germany; brandy from Germany and France; matches from Japan.

Siam, concludes Mr. Barrett, provides a field worthy of the careful attention of United States manufacturers and exporters. Although much progress has been made and imports from America have increased, far stronger efforts will be required before the United States figures prominently and permanently in the foreign trade of the Kingdom.

The principal imports in 1896 were:

Articles.	Value (gold).	Articles.	Value (gold).	Articles.	Value (gold).
Brass and copper ware	\$105,318	Iron	\$21,183	Silk chowls	\$34,619
Chowls	413,692	Jewelry	50,614	Ship chandlery	69,458
Copper coins	219,970	Liquors and wines	121,784	Shoes	24,992
Crockery	86,367	Machinery	148,528	Sugar	198,539
Coal and charcoal	50,000	Matting	45,287	Twist, white	69,456
Earthenware	21,980	Matches	112,420	Twist, red	42,356
Corrugated iron	48,072	Medicines	40,879	Twist, color ed.	123,144
Cutlery	20,719	Molasses	27,834	Tea	75,987
Cloth, turkey red	31,064	Kerosene	274,329	Tobacco	32,851
Biscuits	24,698	Lamp oil	103,876	Umbrellas	49,813
Firecrackers	37,850	Opium	499,658	Vermicelli	29,018
Flour	54,799	Piece goods, colored	69,126	Vegetables	20,851
Fruit	79,974	Prints and chintzes	222,457	Woolen goods	18,962
Gold leaf	517,978	Piece goods, miscellaneous	385,647	Zinc sheeting	13,837
Glassware	92,103	Planks	32,901	Steel	13,557
Gunny bags	361,068	Shirting, white	270,643	Treasure	2,771,259
Garlic, salt	65,109	Shirting, gray	107,269	Paper	45,758
Hardware	157,478	Silk piece goods	281,663	Miscellaneous	1,020,249
Hats	50,681	Silk crepes	100,552		

STRAITS SETTLEMENTS.

Consul-General Pratt, of Singapore, gives the following figures as to the gross trade of the colony, deducting treasure, in 1895 and 1896:

	1896.	1895.
Imports	\$98,395,038	\$95,051,685
Exports	85,483,888	82,377,688

For the first half of 1897, the imports amounted to \$48,656,270, and the exports to \$39,411,496.

The imports from the United States in 1896 amounted to \$1,046,512, an increase of \$143,000 over 1895. The exports to the United States were valued at \$7,630,628, an increase of \$1,370,000 over the preceding year. In spite of decreases in certain lines, says Mr. Pratt, it is gratifying to note a decided improvement in the trade with the United States. The increase in imports was in flour, carriages, machinery, lubricating oils, and gas and electric-lighting materials. The greatest decrease was in petroleum and oilmen's stores.

The chief articles imported into the Straits Settlements are cotton goods, specie, provisions, coal, rice, hardware and cutlery, twists, handkerchiefs, paper, malt liquor, spirits, tobacco, flour, petroleum, and articles of European and United States manufacture.

Exports consist of gambier, gutta-percha, coffee, hides, rattans, sago flour, pepper, tin, tapioca, copra, nutmegs, canes, gum benjamin, gum copal, gum dammar, gambouge, sticklac, and mother-of-pearl shells.

During the year 1896, trade with the United Kingdom decreased 6½ per cent in imports and 13½ per cent in exports. The decrease in imports was in cottons, coal, bar and rod iron, and telegraphic materials. In the commerce with other European countries, imports rose from Germany, Belgium, and Italy, and fell from Austria, France, Holland, and Russia. Exports to Holland declined, but increased to other continental countries.

The percentage of trade, by countries, in 1896, was:

Countries.	Per cent.	Countries.	Per cent.	Countries.	Per cent.
United Kingdom.....	12.7	France	3.3	Belgium.....	.4
British Possessions	20.3	French Indo-China.....	2.0	Italy .....	.7
Malay Peninsula.....	16.3	Germany	2.5	Holland	1.3
Dutch India.....	17.6	United States	4.0	Other countries.....	4.0
Siam	5.2	Japan	1.2	Inter-settlement	5.7
China	2.2	Austria .....	.6		

In the imports by classes, textiles decreased over \$1,000,000. The decrease in telegraphic material is due to the extraordinary quantity imported in 1895. There is a good showing in manufactured metals, and miscellaneous manufactures show a gain of a quarter of a million dollars, chiefly in dynamite, carriages, bicycles, cement, glass, paints, and paper. Coal and petroleum between them account for a decline in import value of half a million dollars.

The marked increase in the importation of United States machinery, says Mr. Pratt, is to be attributed largely to the fact that the docks,

etc., have been induced to procure their electric plant from the United States. There will be an opportunity for more machinery in the opening of projected railways and the development of mines in the interior. To successfully compete in this or any other market of the Far East, says the consul-general, United States manufacturers should have a permanent exhibit established at a central distributing point, such as Singapore. Articles in which the United States could successfully compete with European manufacturers are:

Machinery, especially electric, for lighting and mining purposes.

Bicycles, if made more after the English model, there being, for some reason, objection to wooden tires.

Cutlery and hardware, clocks and watches, condensed milk, butter and cheese, all of which are now imported only to a limited extent.

Cotton goods, especially prints, designed to suit the native taste.

TURKEY IN ASIA.

ASIA MINOR.

Consul Bergholz says that the imports into Erzerum in 1896 amounted to \$812,671, and the exports to \$712,000. Of the imports, \$11,850 were from the United States, \$150,700 from Persia, and \$650,121 from Europe. From the United States, the imports were: Calico, \$5,600; drugs, \$300; hair-cutting machines, \$50; lamps, \$300; petroleum, \$400; paper, \$300; sewing machines, \$800; rubber shoes, \$800; watches, \$1,800, and sundries, \$1,500. The total imports from the United States were over \$7,000 more than in 1895, which increase, says the consul, is due to goods purchased by a leading merchant of the city, who made a business trip to the United States to establish trade relations. His purchases, though insignificant from a western point of view, were large for Turkey.

Of the imports from Europe, England furnished \$316,295; France, \$71,776; Germany, \$52,750; Russia, \$109,340; Austria, \$62,870; Italy, \$27,950; Belgium, \$9,140.

The exports in detail were: Furs, valued at \$12,000, to France and Russia; hides and skins, \$44,000, to France and Russia; linseed, \$26,400, to France; sheep and goat casings, \$8,000, to Germany. Cattle constituted the most important item of export to other provinces of the Empire.

The imports that show the principal gain over 1895 are calico prints, thread, linen, coffee, iron, and goods from Manchester.

Erzerum, says Mr. Bergholtz, is the principal city of eastern Turkey and not only supplies the towns in the neighborhood, but is the depot for Persia and the cities and towns of lower eastern Turkey. Practically all the business is done through Constantinople. Five years ago, the imports of the United States amounted to over \$100,000, but with the introduction of Russian petroleum and the withdrawal of the United States product from the market, the imports have fallen to the present low figure. At the same time, adds the consul, owing to the bad quality and unpleasant odor of the Russian oil, only those who could not afford the American product would buy the other, were the United States again to enter the field. Other articles in which the consul thinks the United States could compete with Europe are knives, locks, nails, razors, shovels, lamps, leather, scythes, writing paper, tin in sheets, calico, prints, linen, muslin, and thread.

Vice Consul Hürner, of Bagdad, in a letter dated December 2, 1897,

addressed to a United States firm, incloses a copy of a letter from John A. Ainslie, an American missionary at Mossoul, as follows:

Allow me to mention a matter which concerns the good name of American merchandise. Kerosene oil is brought here in cans that are marked as Standard Oil Company, but the oil is of a very poor quality. It would seem that somewhere en route the oil has been changed. In this way, a bad name is given to American oil in this market.

Consul Madden, of Smyrna, gives the following table of exports and imports, which, he says, although not exact, represent the average for several years past:

Countries.	Imports.	Exports.
England	\$5,000,000	\$10,000,000
France	2,500,000	2,200,000
Austria	2,200,000	2,000,000
United States	100,000	2,500,000
Italy	800,000	600,000
Germany	800,000	400,000
Russia	600,000	500,000
Other countries	3,000,000	1,800,000
Total	15,000,000	20,000,000

The consul says that modern agricultural implements are being slowly introduced into the country, forty twine binders having been sold in the valley of the Meander alone during the season. Nearly all the machinery, tools, etc., of this class are from the United States, except the thrashers, which are objected to on the ground that they break up the straw too much. Apart from agricultural machinery, he continues, little progress has been made in the introduction of United States articles, which is due partly to lack of properly directed effort on the part of the manufacturers, partly to poor transportation facilities, etc. The bicycle is being largely introduced, chiefly from England, although one consignment of United States wheels was sold immediately upon arrival and orders have been sent for more.

SYRIA.

Consul Washington, of Alexandretta, gives the total exports for the year 1896-97 as \$3,533,987 and the imports as \$5,054,242. England and provinces furnished \$1,912,000 of the imports; France, \$399,600; Italy, \$92,600; Austria-Hungary, \$818,900; Russia, \$67,000; Belgium, \$215,700; Germany, \$26,400; Turkey, \$1,029,500; Egypt, \$491,600. Over half of the exports went to Turkey and Egypt. France received \$677,900; England, \$180,900, and the United States \$387,600. In spite of the internal disturbances, says the consul, which have seriously affected commerce, exports to the United States have not been affected. They consist almost entirely of wool and licorice root. It will be observed, he adds, that about one-third of the imports and one-fifth of the exports represent trade relations within the country. Although Alexandretta is a small place, it is the entrepôt for a very large district, the two nearest provinces containing over 1,300,000 people. Consular Agent Viterbo, of Mersine, reports a large field for the sale of agricultural implements from the United States. Mowing machines and harvesters have already been introduced through European agencies. Cotton planters, plows, cultivators, harvesters, and binders, are wanted, and especially small thrashers (hand or horse power) of from 1 to 2 tons of grain daily capacity, provided the machine delivers the straw completely broken and fit

for feeding stock. There is a great demand, continues Mr. Viterbo, for this last article, but unfortunately, none of the machines offered has given complete satisfaction.

Consul Doyle, of Beirut, gives the imports for the year ending June 30, 1897, as \$7,454,000 and the exports as \$5,028,800. The imports from the United States were valued at \$47,540 and the exports at \$106,732. Sewing machines were imported from the United States to the value of \$35,200. The chief article of export was unwashed wool. Mr. Doyle believes that better goods, in many lines, could be furnished by the United States than by Europe, and at lower prices. This is especially true of cotton goods of the higher grades, crockery, plated ware, clocks, mechanics' tools, notions, and household furniture. There ought to be a good market for saddles and horse trappings, he says, if the people could be induced to change the fashion of those now in use. A concerted effort on the part of United States exporters should be made; cheap freight rates obtained, and a commercial agency established and placed in charge of a capable man. It would not be necessary, thinks the consul, for the agent to know French, as excellent interpreters can be obtained at a very moderate cost. The Italians have such an agency, and the results have been good. Mr. Doyle says it might be a good plan to charter a vessel and equip it as a floating exhibition, to touch at various Mediterranean ports. This would be a convenient and comparatively inexpensive method of bringing United States products before the consumers.

The general trade of Syria, he continues, is steadily increasing. The opening of the railway to Damascus has made accessible a large stretch of populous country.

Palestine.—Consul Wallace, of Jerusalem, gives the following list of the principal articles of import:

Articles.	Value.	Articles.	Value.
Coal	\$18,000	Petroleum	\$400,000
Drugs and medicines	18,000	Wood and timber	80,000
Glassware	12,000	Rice	55,000
Hardware	10,000	Coffee	21,000
Cotton goods	72,000	Salt fish	19,000
Woolen goods	35,000	Sugar	52,500
Silk goods	16,000	Flour	27,000
Paper	18,000		

Coal comes from England, Belgium, and France; medicines from France, Germany, and England; glass and hardware from Germany, Austria, and England; cottons and woollens from England, Austria, and Egypt; silk goods from Austria, Egypt, and Turkey; paper from Austria, France, and Germany; petroleum from Russia; wood from Austria, Roumania, and Turkey; flour from Russia and Austria. The consul thinks that flour and potatoes might be imported from the United States. Flour, he says, is now selling in the Jerusalem market at \$5.30 per barrel and potatoes at \$1.20 per bushel. He continues:

The three articles of largest importation, viz, cotton goods, petroleum in the form of kerosene, and wood and timber, could be successfully supplied by United States producers. The cotton products of American looms are certainly of better quality than those imported by Austria, Egypt, or England. Cotton sheetings retail here at from 12 cents to 26 cents per yard in 2 to 2½ yard widths. Shirts about 35 inches in width retail at from 5 cents to 20 cents per yard. It is difficult to obtain the cost at wholesale. The wood and timber now to be had in the Jerusalem or Jaffa markets are of decidedly inferior qualities. Within the last year, an enterprising firm here has imported two small shipments of yellow pine from the United States. This wood has commanded a very good price and has been universally admired.

Under present business conditions, it is not likely that American kerosene will be imported. By some arrangement, the reason for which I can only infer, the Russian article has full control of the market. This is not because it is as good as United States illuminating oil, for it is certainly poorer; nor is it because of its being cheaper, for it commands a price ranging from \$1.40 to \$1.60 per tin of 6 gallons. Until within a few years, American kerosene could always be had and was much preferred.

Furniture manufacturers might find a market here for some of their products. There is no good furniture of any kind to be had here. The imported articles in this line are very inferior, and would find no sale if there were anything to compete with them. What now comes is mostly from Austria. The native artisans pretend to make furniture, but their ideas and methods of execution are so crude and their prices so exorbitant that the import of good furniture at reasonable rates would leave them nothing to do.

Lumber in the form of doors and window frames would also find ready sale here, as the domestic products are crude and very expensive. In the matter of small tools, such as are used by carpenters, stonecutters, blacksmiths, and artisans generally, United States manufactures could certainly compete successfully. There is no question as to the great superiority of these tools as made in the United States. The sole question is as to price, and the only way to answer this would be for some enterprising firm to send a sample shipment to some reliable dealer in these goods. One Jerusalem firm is now importing, through a Hamburg firm, tool handles manufactured in the United States, and a few small tools.

American canned goods can be found in nearly all the grocery stores, but come through English and German exporters.

The exports, says Mr. Wallace, are approximately as follows:

Articles.	Value.	Countries of destination.
Oranges and lemons	\$200,000	England, Germany, Russia.
Sesame seed and oil	125,000	France, England.
Soap	110,000	Egypt, Turkey.
Watermelons	120,000	Do.
Olive wood and mother-of-pearl	85,000	Europe and United States.
Wine	19,000	Germany, Egypt, France.
Olive oil	3,000	France, England, Egypt.
Wood	2,000	England.

AUSTRALASIA AND POLYNESIA.

The following tables, showing the trade of the United States with Australasia, the Hawaiian Islands, and other groups of the Pacific Ocean during the fiscal years 1888 to 1897, inclusive, are taken from the Statistical Abstract, published by the United States Treasury:

Merchandise imported into and exported from the United States, by countries, 1888 to 1897.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
British Australasia:					
Imports—					
Free	\$2,635,170	\$2,397,994	\$2,176,462	\$3,717,062	\$4,441,496
Dutiable	2,392,609	3,600,217	2,101,214	2,521,959	4,050,810
Total	5,027,779	5,998,211	4,277,676	6,239,021	8,492,306
Exports—					
Domestic	11,076,053	12,252,147	11,168,081	12,891,679	11,246,474
Foreign	92,626	69,833	98,403	125,453	140,203
Total	11,168,679	12,321,980	11,266,484	13,017,132	11,386,677
French Oceania:					
Imports—					
Free	102,390	155,106	160,461	303,005	248,979
Dutiable	14,059	9,830	11,897	15,402	7,242
Total	116,449	164,936	172,358	319,307	256,221

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
French Oceania—Continued.					
Exports—					
Domestic.....	\$305,261	\$343,034	\$340,323	\$342,050	\$305,490
Foreign.....	21,019	19,081	19,769	80,835	38,058
Total.....	326,280	362,115	360,092	372,885	343,548
Hawaiian Islands:					
Imports—					
Free.....	11,050,038	12,832,910	12,309,758	13,865,648	8,062,076
Dutiable.....	10,341	14,830	4,150	29,949	13,806
Total.....	11,060,379	12,847,740	12,313,908	13,895,597	8,075,882
Exports—					
Domestic.....	3,025,898	3,336,040	4,606,900	4,935,911	3,662,018
Foreign.....	59,305	89,621	104,517	171,301	119,610
Total.....	3,085,203	3,375,661	4,711,417	5,107,212	3,781,628
Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
British Australasia:					
Imports—					
Free.....	\$4,853,785	\$2,455,587	\$3,964,285	\$6,982,826	\$5,348,699
Dutiable.....	2,413,048	1,561,438	656,543	596,433	551,445
Total.....	7,266,808	4,017,025	4,620,828	7,579,259	5,900,144
Exports—					
Domestic.....	7,818,130	8,055,032	8,938,760	12,674,001	17,366,063
Foreign.....	103,098	76,907	75,508	74,073	94,220
Total.....	7,921,228	8,131,939	9,014,268	12,748,074	17,460,283
French Oceania:					
Imports—					
Free.....	419,241	364,715	191,071	243,675	870,388
Dutiable.....	4,705	2,524	18,700	7,637	7,756
Total.....	423,946	367,239	209,771	251,312	878,144
Exports—					
Domestic.....	274,720	316,791	233,161	209,781	316,401
Foreign.....	21,488	13,799	19,490	9,470	13,963
Total.....	296,208	330,590	252,651	219,251	330,364
Hawaiian Islands:					
Imports—					
Free.....	9,087,856	9,969,981	7,870,204	11,743,343	13,663,012
Dutiable.....	58,911	95,336	18,637	14,361	24,787
Total.....	9,146,767	10,065,317	7,888,961	11,757,704	13,687,799
Exports—					
Domestic.....	2,717,338	3,217,713	3,648,472	3,928,187	4,622,581
Foreign.....	110,325	88,474	74,585	57,520	67,494
Total.....	2,827,663	3,306,187	3,723,057	3,985,707	4,690,075

AUSTRALASIA.

NEW SOUTH WALES.

Consul Bell, of Sydney, says that the imports of merchandise in 1896 were \$87,863,000, an increase of \$20,000,000 over 1895. The exports were \$92,870,000, an increase of about \$1,500,000. A comparison of trade for the last three years shows that commerce with Germany has increased 16 per cent and with France 20 per cent. Trade with Belgium has declined, but imports from the United States, deducting the entire imports of wheat and flour, which were abnormal, still show a net increase of over 54 per cent in the regular staple lines. With the proper skill and energy, Consul Bell thinks that the United States is assured of an excellent trade in Australia. In several articles, imports could be greatly increased. He says:

Our trade in agricultural implements, bicycles, and drugs will grow with average business effort, while in boots and shoes, hardware, paper goods, machinery, dressed lumber, and high-class confectionery, the trade can be vastly increased. Then I see no reason why our furniture should not largely take the place of Austrian, as it is more showy and superior in many ways, and with tact and energy, it can be shown to better harmonize with Australian taste. Further, as the United States is producing iron and steel of various kinds more cheaply than is any other country, we should gradually increase our Australian trade in those lines. * * *

I want to impress again upon my countrymen the fact that Australia's market is a growing one; that the Australians are the most commercial people on the globe, and that American firms operating through the proper agencies, furnishing proper goods, kept up to standard, and packed and delivered as per contract, may feel secure in a profitable business for the future. Another thing must not be forgotten, and that is, the buyer is the party who must be the final judge of the article sent to the market, for no eloquence will persuade the conservative Britisher to buy what he has not already decided that he wants. The American wants a new thing, the Britisher wants a tried thing. * * * American boots are growing in favor in Sydney, because, for a few years, the people have been confronted with them in many shop windows. In a British country, trade can not be forced or "boomed;" it must be built.

Consul Brown, of Newcastle, speaks of the increase in importation of United States bicycles. A year ago, he says, very few were on the market, a prejudice having been created against wheels from America by the introduction of a number of low-grade Canadian wheels, which soon went to pieces. High-class bicycles from the United States are now being imported and give satisfaction.

NEW ZEALAND.

Consul Dillingham, of Auckland, gives the imports in 1896 as \$33,523,000 and the exports as \$45,924,000. It is gratifying, he says, to be able to state that the United States is the largest customer of New Zealand among "foreign" (i. e. non-British) countries, the exports being \$1,599,000 and imports \$2,394,000. The imports from the United States in 1895 were \$1,868,000 and the exports \$1,530,000. Tobacco and kerosene represent about one-third of the total imports. Next in importance are machinery, tools, hardware, and barbed wire, the value of which together was \$508,000; printing paper was imported to the value of \$104,900; patent medicines amounted to \$75,700; fish to \$56,000, and bicycles to \$71,800. In imports from the United States, the principal gain was in bicycles, apparel, shoes, canvas, canned fish, fruit, glassware, iron, and barbed wire, dental and surgical instruments,

leather, agricultural machinery, gas engines, mining machinery, wool-working machinery, patent medicines, typewriters, printing paper, sausage skins, tobacco, watches, turpentine, wooden ware, and tools.

SOUTH AUSTRALIA.

Consular Agent Murphy sends from Adelaide the following statement of the trade of South Australia in 1895, later figures not being available:

Year.	Imports.	Exports.
1894.....	\$30,299,073	\$35,530,432
1895.....	27,180,026	34,923,282

The decrease of over \$3,000,000 in imports is more than covered, says Mr. Murphy, by the falling off in two lines—silver ore and wool. The decrease in exports is attributable to wheat, the export of which was \$1,440,000 less in 1895 than in 1894. As to the trade by countries, Mr. Murphy says:

Of countries outside the Australian colonies, the United Kingdom is by far the largest consumer of the products of the colony, and on the other hand, purchases are made more exclusively from England than from any other country. Germany, of late years, has been buying in increased quantities, and the imports from that country have been proportionately augmented. Direct exports to the United States are insignificant, and imports therefrom, except in lines that can be had nowhere else, are on a very limited scale. The total imports from the United States in 1895 amounted to \$1,154,110; and of this amount, \$828,480 was accounted for by three lines, tobacco, kerosene, and timber, and much of the latter, though shipped from United States ports, undoubtedly came from Canada. Thus only \$325,630 is left to represent the general trade of the country with the United States. I am aware that perhaps considerable quantities of American goods, through being shipped from English ports, appear in the customs list of imports as of British manufacture. The amount, of course, can not be estimated with any degree of exactness. It would not, I should say, more than counterbalance the Canadian timber. In the same way, more produce finds its way to the United States than appears in the Statistical Register. Wool, kangaroo skins, and eucalyptus oil may be especially referred to in this regard. But the great point is that these goods are actually sold to other countries, and the return trade is lost to American sellers. Were there a direct line of steamers trading between, say, New York and the large Australian towns, a remunerative trade would result. The German and French Governments heavily subsidize the lines of steamers trading between their ports and those of Australasia, and their trade progresses steadily; American trade will be unimportant until something of this sort becomes an accomplished fact. * * * The colony is practically dependent upon other countries for everything but its food supplies.

Referring to a report made by the collector of customs, Mr. Stephens, comparing the trade of Great Britain with that of other countries, the consular agent says:

Whenever Mr. Stephens refers to goods of American manufacture, he does so in terms of unstinted commendation. Other nations seem to rely on inferior goods sold very cheaply in their endeavors to secure a share of Australian trade. They beat the Englishman in price alone, and will presently lose their trade when the British manufacturer learns to be content with a smaller profit. With the American, it is different. He rivals the Englishman in quality of goods, offers them at lower prices, produces a more attractive article generally, and is greatly in advance of him in the mode of sending his goods to market, a factor by no means to be lightly esteemed. Moreover, his goods are popular and easily sold. In spite of all this, he sells very little, simply because nations must perforce buy where they sell, and the American, up to date, has done very little buying from Australia. The remedy I have already indicated. A direct line of steamers trading between American and Australian ports will find a large and remunerative trade awaiting them, and if they do not come to the market, the trade will go to others.

The following table will show the trade of South Australia with the principal countries in 1894 and 1895:

Countries.	Imports.		Exports.	
	1894.	1895.	1894.	1895.
United Kingdom	\$9,243,853	\$9,040,974	\$14,097,065	\$11,496,378
Australasia.....	17,008,354	13,784,604	15,866,537	15,310,887
Cape Colony and Natal	26,301	318	479,864	957,600
India	811,084	854,592	3,597,273	4,477,547
Canada	167,892	47,225		
Mauritius	256,633	186,086	62,368	39,351
Belgium	113,772	121,149	220,478	465,749
China.....	13,965	15,634	28,816	19,518
France	60,888	98,892	723,827	1,316,078
Germany	756,429	835,903	148,116	663,766
Holland	83,793	9,129		
Italy	40,854	33,001	7,766	2,418
Japan	9,922	16,831	102,997	4,764
Java	834,976	723,360	62,085	91,680
Norway and Sweden	94,911	191,793		
United States.....	757,276	1,117,017	4,647	70,260

VICTORIA.

Consul-General Maratta, of Melbourne, gives the imports of the colony in 1896 as \$70,831,000 and the exports as \$69,097,000, showing an increase of \$10,000,000 in imports over 1895, and a decrease of \$1,600,000 in exports. The bulk of the trade (apart from that with the Australasian colonies) was with Great Britain, imports amounting to \$28,826,000 and exports to \$32,625,000. The United States followed, imports being \$2,527,000 and exports \$2,530,000. Then came Germany; imports \$2,286,000, exports \$2,138,000. The imports from France amounted to \$807,000 and the exports to \$3,563,000. The imports from Belgium were \$664,237 and the exports \$1,327,000.

A marked increase, says the consul-general, in both imports from and exports to the United States is shown in the returns for the year. The demand for American boots, bicycles, timber, machinery, and hardware has grown. It should also be borne in mind, he says, that the consumption of United States goods in this colony is really much greater than shown, since they come via other countries. Tobacco is an instance of this. Nine-tenths of the tobacco consumed in Victoria is American, but out of the total of \$773,000, England is credited with \$746,000. A fair estimate of the value of the imports from the United States into the colony, he thinks, would be from \$3,500,000 to \$4,000,000. Among the chief imports from America were:

Articles.	Value.	Articles.	Value.	Articles.	Value.
Bicycles	\$18,000	Maizena.....	\$35,000	Stationery	\$17,000
Clocks and watches	33,800	Metal manufactures	19,000	Sugar (glucose)	24,000
Glassware	20,000	Patent medicines.....	35,000	Timber	145,000
Barley	56,000	Oil	596,000	Staves	49,000
Hardware	139,000	Paper	162,000	Tools	68,000
Lamps	17,000	Resin	42,000	Turpentine	48,000
Leather	22,000	Sausage skins.....	48,000	Wooden ware	78,000
Machinery	187,000				

POLYNESIA.

HAWAII.

During the six months ended June 30, 1897, says Consul-General Haywood, of Honolulu, there was a considerable decrease in the exports as compared with the same period of 1896, while the imports increased over \$750,000. The total exports for the six months were \$11,282,571, against \$12,258,574 in 1896; the imports were \$3,908,489, against \$3,115,826 in the first six months of 1896. The increase in imports came almost entirely from the United States.

To consider imports and exports for fractions of a year, continues the consul-general, is not satisfactory, for the reason that a country may have one great product, which is all exported in a few months, while her imports cover the whole year. This is the case with Hawaii. From the above figures, it would appear that she exported three times as much as she imported. A reference to last year's figures will show that the exports are about double the imports.

The trade for the last two years, according to Commercial Relations, 1895-96, was:

	1895.	1896.
Imports.....	\$5,714,017	\$7,164,561
Exports.....	8,474,138	15,515,230

The exports for the first six months of 1897, says Mr. Haywood, were divided as follows: United States, \$11,260,705, a decrease of \$972,585 as compared with the first six months of 1896; Australia and New Zealand, \$8,070, an increase of \$685 over the same period of last year; Canada, \$12,922, a decrease of \$3,015; China, none, a decrease of \$1,959; Pacific Isles, \$872, an increase of \$872.

The imports for the same period were:

Whence imported.	First six months, 1897.	Per cent.	Increase.	Decrease.
United States.....	\$3,058,380	78.25	\$755,204	.....
Great Britain.....	351,381	8.99	.....	\$40,687
Germany.....	52,878	1.35	21,755	.....
China.....	102,273	2.62	.....	42,173
Japan.....	159,555	4.08	81,343	.....
Australia and New Zealand.....	75,975	1.94	13,952	.....
Canada.....	16,179	.42	.....	3,886
Pacific Isles.....	8,003	.08	.....	1,388
France.....	18,385	.47	12,456	.....
Other countries.....	70,474	1.80	46,085	.....
Total.....	3,908,489	.....	.....	.....
Net increase, \$792,662.	.....	.....	.....	.....

The chief exports from the Hawaiian Islands for the six months were: Sugar, \$11,021,352; rice, \$87,378; bananas, \$44,062; coffee, \$36,121; wool, \$40,119; hides, \$8,970. Of these exports the Pacific ports of the United States received 61.50 per cent; the Atlantic ports 38.32 per cent; Australia and New Zealand 0.07 per cent, and Canada 0.11 per cent.

At present, says the consul-general, Hawaii has to import almost everything she uses, having been heretofore entirely taken up with

the raising of sugar, the entire crop of which goes to the United States. The latter country in 1896 took 99.64 per cent of her exports and sold her 76.27 per cent of all imports. (The proportion is even larger in the first six months of 1897.) The desire is, continues Mr. Haywood, that everything should come from the United States, and it is believed by a great number that should the islands become a part of the United States over 95 per cent of all the imports would be the growth, product, or manufacture of the United States. "The reason more goods are not bought from us," he says, "is because the tariff averages only 10 per cent, which is not discrimination enough on some articles. If the American tariff were in force here, about \$500,000 worth of imports which are now by law free, and which are bought in countries other than the United States, would be bought from us. Fertilizers and coal alone, which are free, amounted to \$466,319 in 1896."

Mr. Haywood wishes to call especial attention to the fact that merchandise from the United States, to be entitled to exemption from duties according to treaty, must be accompanied by Hawaiian consular certificate that the articles are the produce of the United States. Importers are required to identify each case with its contents in making entry at the custom-house. "I am told by the collector-general of customs," he continues, "that they have great trouble with goods coming from the United States, because our exporters do not properly mark the packages so as to enable the customs inspectors to pass the goods. Failure to properly identify the packages necessitates the opening of the cases to ascertain their contents. This oversight, I am told, never happens with goods coming from England and Germany. Our exporters must be careful about this, because oftentimes the extra expense and annoyance will be sufficient to induce merchants to place their orders elsewhere."

FIJI.

Statistics sent by Commercial Agent Morris, of Levuka, show that imports into Fiji in 1896 were \$1,178,500 and exports \$2,105,700. The trade with the principal countries was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Australia	\$1, 078, 200	\$1, 949, 900	India	\$40, 600	.....
Canada	17, 300	1, 300	New Caledonia	1, 950	.....
Azores .....	.....	120, 200	United States	11, 100	.....
Hawaiian Islands	780	380	Tonga	2, 000	\$21, 300

It will be seen, says Mr. Morris, that the trade of this group of islands is second only to that of the Hawaiian Islands, and that, with the exception of about \$11,000 direct from the United States, the balance of trade is with British provinces and surrounding islands. Since a direct line has been established from Vancouver to these islands, they are worthy of the attention of United States exporters. The most important article imported from the United States, he continues, is kerosene; in fact, all that is consumed in the Pacific islands is of American origin. The import of this article seems to be steadily on the increase, as the natives find it a necessity. Flour is also imported largely from the United States, amounting at times to over 100 tons a month. The writer continues:

Other lines of American goods imported, such as canned and dried fruits, canned fish, salmon, lobsters, oysters, etc., have been standard articles of import here for

many years, and are well known to both whites and natives as being the best of their kind. * * * I would call the attention of shippers of dried fruit to the fact that it should be packed in air-tight tins of about 7 pounds weight each. A number of tins could then be packed in strong wooden cases as outside covers. Hitherto, this line has been sent here in wooden boxes and small barrels, which are equally objectionable, as the dampness and tropical heat, together with the numerous insects, soon destroy all dried fruit and make it unsalable. This, of course, greatly limits the sale of what would otherwise find a very good market in these islands.

Another article of United States production has, within the last year, begun to find a market here—boots and shoes. They seem to give general satisfaction, both as to quality, price, and finish. It will be seen from the printed statistics of trade that the imports from all countries, of boots and shoes, amounted in 1896 to \$19,444. * * * An effort should be made to secure the trade of these islands. What is wanted is a good article at a reasonable price.

United States textile fabrics are practically unknown; the few lines that have reached here at odd times have been acknowledged of good quality, but the prices have been too high to suit this market, which is chiefly for natives. The demand is for cheap, bright-colored materials, with special designs and frequent changes. I think that the little trade done with the United States in these lines is due to the want of effort on the part of our manufacturers to introduce their goods by sending samples and quoting prices. Some of the large houses in the Australian colonies send commercial travelers to Fiji, where they engage rooms to display their goods at the principal centers of trade—Suva and Levuka. Samples of goods and quotations of prices, if sent to this consulate, would be handed by me to the principal merchants here and might result in business.

NEW CALEDONIA.

The total imports in 1896, says Acting Vice Commercial Agent Reichenbach, of Nouméa, were \$1,774,172; the exports were \$1,109,470. The imports from France were \$914,151; exports, \$465,354. The trade with foreign countries was: Imports, \$781,919; exports, \$643,532. The total imports have increased \$350,890 as compared with those for 1895, and the exports have decreased \$391,961. The imports from France have increased \$157,187. The increase in imports, says Mr. Reichenbach, is due to a great extent to the larger number of cattle imported from Queensland, the drought having caused such mortality that local breeders were unable to supply the Government contractor with the number of cattle required. The chief articles of export are mineral products (nickel, chrome, and cobalt), hides and skins, coffee and copra. There has been some question of direct export of chrome ore to the United States, which would result in the introduction of United States goods.

SAMOA.

A detailed report as to the commerce of Samoa for 1896 not having been received, the figures for 1895 (Commercial Relations, 1895-96) are given again. According to Consul-General Churchill, the trade was as follows:

Imports: Germany, \$64,504; Great Britain, \$1,548; United States, \$60,624; Australasia, \$264,313; all other countries (neighboring islands), \$27,624; total imports, \$418,840.

Exports: Europe (Azores for orders), \$167,950; United States, \$33,050; Chile, \$9,210; Australasia, \$19,605; ships' supplies, including coal, \$20,370; all other, \$5,573; total exports, \$256,758.

Mr. Churchill says, in a letter dated September 6, 1897, that the chief products of Samoa are cotton, coffee, tobacco, copra, arrowroot, fungus, oranges, limes, bananas, and all tropical fruits. Orange and lime trees produce abundantly, and all kinds of native food—taro, breadfruit, kumaras (sweet potatoes), yams, bananas, and the indigenous plantain

are fine and plentiful. Cattle, but not sheep, thrive well on a native species of couch or wire grass.

The principal export to the United States is copra, the declared value of which, in the year ending June 30, 1897, was \$41,315.

Consul-General Osborn writes that owing to the establishment of stores in other parts of the islands, Apia is losing much of its trade.

SOCIETY ISLANDS.

Consul Doty writes from Tahiti as follows:

The trade of this colony for the year 1896 experienced a marked improvement as compared with the previous year; indeed the volume of business transacted during the year was greater than during any previous period in the history of the colony. All classes of produce were in demand, and values were greatly augmented in the markets of the United States and Europe.

The value of imports was \$584,788, an increase of \$98,723 over the year 1895. The total exports were valued at \$660,154, against \$486,805 for the previous year. The total trade amounted to \$1,244,942, with a balance in favor of the colony of \$72,366.

Imports and exports of Tahiti for the year 1896.

IMPORTS.

Articles.	Value.	Articles.	Value.
Printed and plain cottons, calicoes, muslins, shirtings, etc.....	\$112,575	Live stock.....	\$9,305
Clothing and drapery.....	9,270	Opium.....	1,175
Ironmongery and hardware.....	37,730	Paints, etc.....	5,295
Lumber and building materials.....	20,755	Coal.....	3,435
General groceries, tinned provisions, and oilmen's stores.....	87,805	Kerosene oil.....	9,290
Breadstuffs, grain, etc.....	49,680	Canvas, drill, and ships' stores.....	5,945
Beer, spirits, wine, etc.....	25,095	Other articles.....	206,863
		Total.....	584,788

EXPORTS.

Cocoanuts.....	\$5,970	Mother-of-pearl shell.....	\$289,955
Coffee.....	1,365	Oranges.....	9,720
Copra.....	169,425	Vanilla beans.....	80,285
Cotton in bales.....	40,740	Other articles.....	57,334
Cotton seed.....	1,065		
Decicated cocoanut.....	3,815	Total.....	660,154
Fungus.....	480		

Trade by countries in 1896.

Countries.	Imports.	Exports.
United States.....	\$273,014	\$328,374
France and colonies.....	78,434	8,053
Germany.....	10,132	58,774
Great Britain.....	93,696	128,237
New Zealand.....	77,227	106,518
Pacific islands.....	52,385	30,198

The trade of Tahiti with the United States showed an increase of \$208,622, as compared with the year 1895. During the past decade, the trade of the colony with the United States has advanced until, at present, it amounts to about 50 per cent of the whole trade of the French possessions of Oceania.

The imports from the United States, says Mr. Doty, consisted chiefly of cottons, calicoes, shirting, prints, salt provisions, flour, tinned meats, kerosene, ships' stores, and sewing machines. The principal exports were copra, vanilla beans, and mother-of-pearl shells.

EUROPE.

The trade of the United States with Europe during the fiscal years 1888 to 1897, inclusive, is shown in the following United States Treasury tables of imports and exports of merchandise:

Merchandise imported into and exported from the United States, by countries, 1888 to 1897.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Austria-Hungary:					
Imports—					
Free	\$1,045,123	\$805,502	\$819,820	\$8,594,659	\$2,616,472
Dutiable	7,638,405	6,836,795	8,511,568	8,000,651	5,102,093
Total	8,683,523	7,642,297	9,331,378	11,595,310	7,718,565
Exports—					
Domestic	331,662	720,825	945,703	1,215,540	1,485,233
Foreign	1,164	5,227	2,650	95,543	42,747
Total	332,826	726,052	948,353	1,311,083	1,527,980
Azores, and Madeira Islands:					
Imports—					
Free	10,044	17,248	17,062	16,706	9,553
Dutiable	64,154	22,423	20,753	15,076	25,118
Total	74,198	39,671	37,815	31,782	34,671
Exports—					
Domestic	307,081	388,422	481,452	470,835	371,475
Foreign	3,347	3,357	1,748	4,069	396
Total	310,428	391,779	483,200	474,904	271,871
Belgium:					
Imports—					
Free	1,944,513	1,929,083	1,361,145	1,849,924	2,781,858
Dutiable	7,892,059	7,867,352	7,975,337	9,065,748	7,491,203
Total	9,836,572	9,816,435	9,336,482	10,915,672	10,273,061
Exports—					
Domestic	24,636,205	22,603,406	26,140,377	26,664,150	47,713,121
Foreign	544,517	741,813	490,067	846,274	1,071,996
Total	25,180,722	23,345,219	26,630,444	27,510,424	48,785,117
Denmark:					
Imports—					
Free	185,401	135,220	82,526	94,856	126,595
Dutiable	312,473	103,753	155,982	173,830	101,950
Total	497,874	238,973	238,508	268,686	228,545
Exports—					
Domestic	3,002,463	3,213,248	5,037,290	3,306,357	8,358,881
Foreign	11,700	4,377	2,757	10,780	11,795
Total	3,014,163	3,217,625	5,040,047	3,317,137	8,370,676
France:					
Imports—					
Free	8,839,246	7,927,322	10,880,297	10,339,344	8,068,044
Dutiable	62,526,020	61,639,296	66,792,014	66,349,651	60,486,749
Total	71,365,266	69,566,618	77,672,311	76,688,995	68,554,793
Exports—					
Domestic	37,784,237	45,110,922	49,013,004	59,826,739	97,806,132
Foreign	1,426,071	1,009,119	964,020	886,451	1,230,575
Total	39,210,308	46,120,041	49,977,024	60,692,190	99,126,707

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Germany:					
Imports—					
Free	\$11,244,968	\$10,898,364	\$12,029,492	\$19,409,530	\$18,869,832
Dutiable	67,176,987	70,849,182	66,808,201	77,846,853	64,037,721
Total	78,421,835	81,742,546	98,837,693	97,316,383	82,907,553
Exports—					
Domestic	55,621,264	66,568,695	84,315,215	91,684,981	104,180,732
Foreign	792,907	1,433,899	1,248,097	1,110,475	1,340,826
Total	56,414,171	68,002,594	85,563,312	92,795,456	105,521,558
Gibraltar:					
Imports—					
Free	1,738	8,938	19,487	67,473	76,314
Dutiable	2,862	4,140	8,070	15,856	10,617
Total	4,595	13,073	27,557	82,829	86,931
Exports—					
Domestic	604,134	533,755	501,421	476,068	403,165
Foreign	1,911	4,708	1,095	4,037	2,342
Total	606,045	538,463	502,516	480,105	405,507
Greece:					
Imports—					
Free	23,720	12,471	21,968	1,221,780	1,183,243
Dutiable	1,238,799	976,452	1,103,130	156,553	117,206
Total	1,262,519	988,923	1,125,098	1,378,333	1,300,449
Exports—					
Domestic	174,411	165,079	167,282	159,445	100,370
Foreign					
Total	174,411	165,079	167,282	159,445	100,370
Greenland, Iceland, and Faroe Islands:					
Imports—					
Free	132,416	58,105	115,338	95,405	76,350
Dutiable				90	29
Total	132,416	58,105	115,338	95,495	76,379
Exports—					
Domestic		450	702	900	
Foreign					
Total		450	702	900	
Italy:					
Imports—					
Free	8,568,358	9,494,070	10,241,323	9,640,982	10,901,745
Dutiable	9,833,230	8,498,079	10,088,728	12,037,226	11,259,872
Total	18,401,588	17,992,149	20,330,051	21,678,208	22,161,617
Exports—					
Domestic	12,725,887	12,543,928	12,974,249	15,927,274	14,223,947
Foreign	25,672	60,920	98,847	119,651	93,835
Total	12,751,559	12,604,848	13,068,096	16,046,925	14,317,782
Netherlands:					
Imports—					
Free	2,820,823	1,904,191	2,457,523	2,290,146	2,652,139
Dutiable	9,536,551	9,046,652	14,571,710	10,132,028	8,234,663
Total	12,356,374	10,950,843	17,029,233	12,422,174	10,886,802
Exports—					
Domestic	15,963,191	14,800,780	22,487,588	23,816,814	43,556,865
Foreign	230,942	262,159	170,207	297,163	361,119
Total	16,214,133	15,062,939	22,657,795	24,113,977	43,917,984

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Portugal:					
Imports—					
Free	\$1, 210, 548	\$1, 071, 632	\$1, 177, 256	\$1, 302, 049	\$1, 575, 890
Dutiable	253, 394	167, 659	241, 053	316, 203	390, 489
Total	1, 463, 942	1, 239, 291	1, 418, 309	1, 618, 252	1, 966, 379
Exports—					
Domestic	4, 910, 197	2, 872, 507	3, 891, 789	4, 986, 909	4, 081, 453
Foreign	2, 067	562	1, 045	229	9, 595
Total	4, 912, 264	2, 873, 069	3, 892, 834	4, 987, 138	4, 091, 048
Roumania:					
Imports—					
Free	20, 995				
Dutiable	5, 443			51	
Total	26, 438			51	
Exports—					
Domestic	2, 858	9, 961	6, 418	50, 462	25, 230
Foreign					
Total	2, 858	9, 961	6, 418	50, 462	25, 230
Russia:					
Imports—					
Free	787, 721	840, 246	750, 318	1, 600, 252	1, 458, 344
Dutiable	2, 677, 619	2, 084, 847	2, 556, 303	3, 129, 526	3, 468, 286
Total	3, 465, 340	2, 875, 093	3, 306, 621	4, 729, 778	4, 926, 630
Exports—					
Domestic	11, 206, 304	8, 255, 357	10, 533, 565	7, 764, 012	6, 693, 095
Foreign			440		5, 740
Total	11, 206, 304	8, 255, 357	10, 534, 005	7, 764, 012	6, 698, 835
Servia:¹					
Imports—					
Free					17, 753
Dutiable					
Total					17, 753
Exports—					
Domestic					
Foreign					
Total					
Spain:					
Imports—					
Free	660, 190	799, 701	638, 077	738, 517	1, 234, 284
Dutiable	4, 529, 555	3, 836, 980	4, 050, 460	5, 296, 964	3, 973, 577
Total	5, 189, 745	4, 636, 681	5, 288, 537	6, 033, 481	5, 207, 861
Exports—					
Domestic	14, 310, 450	11, 932, 614	12, 736, 273	14, 607, 893	11, 522, 150
Foreign	7, 707	13, 734	22, 190	11, 442	6, 274
Total	14, 318, 156	11, 946, 348	12, 758, 463	14, 619, 335	11, 528, 424
Sweden and Norway:					
Imports—					
Free	124, 003	105, 352	87, 599	135, 481	139, 238
Dutiable	3, 132, 061	2, 877, 967	3, 447, 291	3, 587, 720	3, 615, 694
Total	3, 256, 064	2, 983, 319	3, 534, 890	3, 723, 201	3, 754, 932
Exports—					
Domestic	2, 679, 613	2, 612, 526	3, 555, 683	4, 939, 572	6, 578, 857
Foreign	41, 009	3, 043	16, 201	3, 608	524
Total	2, 720, 622	2, 615, 569	3, 571, 884	4, 943, 180	6, 579, 381

¹ Includes Malta, Gozo, etc., for 1890 and 1891.

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1888.	1889.	1890.	1891.	1892.
Switzerland:					
Imports—					
Free	\$315,993	\$284,738	\$424,075	\$704,669	\$629,170
Dutiable	13,395,293	12,958,966	14,007,875	13,414,136	12,267,299
Total	13,711,286	13,343,704	14,441,950	14,118,805	13,196,469
Exports—					
Domestic	24,254	20,354	22,170	49,317	10,397
Foreign	330		1,015		
Total	24,583	20,354	23,185	49,317	10,397
Turkey in Europe:					
Imports—					
Free	432,099	433,811	496,040	946,589	1,055,392
Dutiable	572,221	590,479	930,509	908,086	972,816
Total	1,004,320	1,024,290	1,426,549	1,854,675	2,028,208
Exports—					
Domestic	182,796	25,099	15,225	37,031	28,951
Foreign	420				
Total	183,216	25,099	15,225	37,031	28,951
United Kingdom:					
Imports—					
Free	30,695,422	28,205,968	20,646,069	36,418,480	85,367,178
Dutiable	147,202,553	150,663,104	155,842,887	158,304,832	120,933,703
Total	177,897,975	178,869,067	186,488,956	194,723,262	156,300,881
Exports—					
Domestic	358,238,790	379,990,121	444,459,009	441,599,807	493,957,868
Foreign	3,276,913	2,991,543	3,496,653	3,814,219	5,357,464
Total	361,515,703	382,981,674	447,955,662	445,414,026	499,315,332
Total Europe:					
Imports—					
Free	69,063,316	64,026,952	72,275,405	90,524,752	89,129,384
Dutiable	327,968,559	328,394,106	377,711,861	368,780,580	302,469,085
Total	407,061,875	403,421,058	449,987,266	459,305,372	391,628,469
Exports—					
Domestic	542,725,806	572,368,059	677,284,365	697,614,106	841,067,922
Foreign	6,366,697	6,534,461	6,452,032	7,183,941	9,535,228
Total	549,092,503	578,902,520	683,736,397	704,798,047	850,603,150
Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Austria-Hungary:					
Imports—					
Free	\$2,332,620	\$2,394,835	\$1,338,272	\$1,466,630	\$1,161,119
Dutiable	7,721,881	4,501,506	5,172,047	6,177,524	6,997,209
Total	10,054,501	6,896,341	6,510,319	7,644,154	8,158,328
Exports—					
Domestic	542,078	526,721	2,059,742	2,370,901	3,759,700
Foreign	28,964	788	66,030	68,750	263,311
Total	571,042	527,509	2,125,772	2,439,651	4,023,011
Azores and Madeira Islands:					
Imports—					
Free	3,847	2,208	16,632	1,438	1,838
Dutiable	23,164	8,026	9,331	20,683	10,697
Total	27,011	10,234	25,963	22,121	12,535

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Azores and Madeira Islands—Continued.					
Exports—					
Domestic.....	\$284, 034	\$294, 933	\$256, 195	\$204, 297	\$296, 450
Foreign.....	9, 853	.....	2, 589	503	359
Total.....	293, 887	294, 933	258, 784	204, 800	296, 809
Belgium:					
Imports—					
Free.....	4, 178, 721	3, 471, 771	2, 582, 063	3, 349, 998	4, 798, 491
Dutiable.....	6, 987, 475	5, 138, 048	7, 559, 422	10, 426, 016	9, 283, 923
Total.....	11, 166, 196	8, 609, 819	10, 141, 485	13, 776, 014	14, 082, 414
Exports—					
Domestic.....	25, 850, 728	26, 928, 669	24, 880, 835	26, 391, 925	32, 600, 024
Foreign.....	890, 706	1, 491, 320	361, 745	678, 700	471, 531
Total.....	26, 740, 434	28, 422, 989	25, 242, 580	27, 070, 625	33, 071, 555
Denmark:					
Imports—					
Free.....	111, 039	66, 650	214, 454	163, 212	297, 816
Dutiable.....	124, 816	128, 241	110, 373	171, 374	59, 689
Total.....	235, 855	194, 900	324, 827	334, 586	356, 355
Exports—					
Domestic.....	5, 266, 915	5, 046, 192	3, 430, 202	6, 534, 393	10, 189, 459
Foreign.....	3, 519	4, 645	45, 124	23, 055	5, 404
Total.....	5, 270, 434	5, 050, 837	3, 475, 326	6, 557, 448	10, 194, 857
France:					
Imports—					
Free.....	9, 244, 137	6, 934, 682	12, 544, 995	14, 677, 611	17, 731, 574
Dutiable.....	66, 882, 078	40, 615, 292	49, 035, 514	51, 589, 356	49, 798, 657
Total.....	76, 076, 215	47, 549, 974	61, 580, 509	66, 266, 967	67, 530, 231
Exports—					
Domestic.....	46, 006, 448	52, 888, 224	44, 009, 796	45, 352, 724	56, 287, 631
Foreign.....	612, 690	2, 427, 287	1, 139, 351	1, 687, 936	1, 306, 910
Total.....	46, 619, 138	55, 315, 511	45, 149, 137	47, 040, 660	57, 594, 541
Germany:					
Imports—					
Free.....	25, 019, 700	23, 809, 470	15, 930, 668	16, 167, 176	16, 777, 617
Dutiable.....	71, 190, 503	45, 578, 435	65, 083, 297	78, 073, 657	94, 432, 997
Total.....	96, 210, 203	69, 387, 905	81, 014, 065	94, 240, 833	111, 210, 614
Exports—					
Domestic.....	81, 992, 572	90, 065, 108	90, 615, 551	96, 364, 368	123, 784, 453
Foreign.....	1, 586, 416	2, 292, 055	1, 438, 202	1, 532, 829	1, 461, 636
Total.....	83, 578, 988	92, 357, 163	92, 053, 753	97, 897, 197	125, 246, 089
Gibraltar:					
Imports—					
Free.....	174, 069	9, 155	4, 247	28, 158	20, 038
Dutiable.....	7, 151	1, 967	3, 560	4, 956	6, 424
Total.....	181, 220	11, 122	7, 807	31, 114	26, 462
Exports—					
Domestic.....	425, 520	504, 019	379, 917	402, 180	331, 050
Foreign.....	8, 706	4, 067	1, 958	5, 384	1, 195
Total.....	434, 226	508, 086	381, 875	407, 564	332, 245
Greece:					
Imports—					
Free.....	1, 174, 981	774, 955	75, 408	567, 893	84, 529
Dutiable.....	108, 576	22, 326	251, 798	152, 523	648, 178
Total.....	1, 283, 557	797, 281	327, 201	720, 386	732, 702

EUROPE: UNITED STATES IMPORTS AND EXPORTS. 213

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Greece—Continued.					
Exports—					
Domestic.....	\$130,461	\$124,449	\$152,544	\$190,946	\$109,923
Foreign.....				100	840
Total.....	130,461	124,449	152,544	191,046	110,763
Greenland, Iceland, and Faroe Islands:					
Imports—					
Free.....	110,583	170,215	127,308	93,198	40,056
Dutiable.....	30		21		
Total.....	110,613	170,215	127,329	93,198	40,056
Exports—					
Domestic.....	2,800				
Foreign.....					
Total.....	2,800				
Italy:					
Imports—					
Free.....	13,749,097	7,582,880	9,942,891	10,567,497	8,985,486
Dutiable.....	12,501,144	10,423,195	10,908,870	11,574,990	10,081,866
Total.....	26,250,241	18,006,075	20,851,761	22,142,487	19,067,352
Exports—					
Domestic.....	12,792,059	13,808,241	16,241,595	19,040,558	21,377,781
Foreign.....	227,480	102,879	121,530	103,048	124,662
Total.....	13,019,539	13,910,620	16,363,125	19,143,606	21,502,423
Netherlands:					
Imports—					
Free.....	3,968,247	2,556,925	3,595,160	3,789,815	2,942,244
Dutiable.....	13,480,701	8,134,064	11,587,421	9,505,952	9,881,892
Total.....	17,448,948	10,690,979	15,182,581	13,295,767	12,824,126
Exports—					
Domestic.....	38,118,527	43,087,706	30,256,108	38,092,901	50,362,116
Foreign.....	386,066	482,606	755,667	929,968	682,895
Total.....	38,505,193	43,570,312	31,011,775	39,022,899	51,045,011
Portugal:					
Imports—					
Free.....	2,290,901	1,885,193	1,503,475	2,003,383	1,964,823
Dutiable.....	396,830	196,773	187,193	252,348	269,408
Total.....	2,689,731	2,030,966	1,690,668	2,255,731	2,234,291
Exports—					
Domestic.....	5,709,621	5,194,020	2,900,526	3,156,991	2,519,453
Foreign.....	17,713	211	10,870		605
Total.....	5,727,334	5,194,231	2,971,396	3,156,991	2,520,058
Roumania:					
Imports—					
Free.....					
Dutiable.....					
Total.....					
Exports—					
Domestic.....	48,798	91,198	19,330	47,305	41,965
Foreign.....					100
Total.....	48,798	91,198	19,330	47,305	42,065
Russia:					
Imports—					
Free.....	2,373,910	1,375,782	3,036,070	3,341,251	2,980,671
Dutiable.....	3,361,186	1,475,488	539,318	285,683	268,978
Total.....	5,735,096	2,851,270	3,575,388	3,626,934	3,199,659

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
Russia—Continued.					
Exports—					
Domestic.....	\$2,271,746	\$4,825,832	\$5,946,267	\$7,378,090	\$7,591,962
Foreign.....	30,077	1,643	11,589	118,560	10,314
Total.....	2,301,823	6,827,475	5,957,856	7,496,650	7,602,276
Servia:¹					
Imports—					
Free.....	23,808	22,300	10,558	28,316	20,433
Dutiable.....				414	860
Total.....	23,808	22,300	10,558	28,730	21,293
Exports—					
Domestic.....				34,683	29,520
Foreign.....					
Total.....				34,683	29,520
Spain:					
Imports—					
Free.....	1,852,564	1,138,983	973,702	1,029,366	836,479
Dutiable.....	8,841,989	3,116,892	2,600,424	3,101,815	2,795,494
Total.....	5,694,553	4,255,875	3,574,126	4,131,184	3,631,973
Exports—					
Domestic.....	13,427,171	13,114,076	10,916,632	11,453,019	10,889,611
Foreign.....	32,812	8,880	10,437	89,409	23,134
Total.....	13,460,083	13,122,906	10,927,069	11,492,428	10,912,745
Sweden and Norway:					
Imports—					
Free.....	226,701	133,417	143,072	175,788	234,623
Dutiable.....	3,949,683	2,978,649	2,888,256	3,144,533	2,265,495
Total.....	4,176,384	3,112,066	2,531,327	3,320,321	2,500,118
Exports—					
Domestic.....	4,083,156	4,355,777	4,648,086	5,019,486	5,463,534
Foreign.....	1,548	85,269	4,515	11,516	107
Total.....	4,084,704	4,391,046	4,652,601	5,031,002	5,463,641
Switzerland:					
Imports—					
Free.....	1,106,911	640,369	987,014	910,188	858,784
Dutiable.....	14,904,817	10,809,901	14,051,940	13,109,845	12,999,998
Total.....	16,010,728	11,450,270	14,988,954	14,080,033	13,849,782
Exports—					
Domestic.....	7,391	17,124	17,578	32,885	70,328
Foreign.....				69	543
Total.....	7,391	17,124	17,578	32,954	70,871
Turkey in Europe:					
Imports—					
Free.....	992,761	1,011,202	1,361,359	1,637,014	1,619,817
Dutiable.....	1,222,703	646,016	736,343	1,028,113	1,146,277
Total.....	2,215,464	1,657,218	2,097,702	2,665,127	2,766,094
Exports—					
Domestic.....	45,889	85,166	41,390	31,820	52,097
Foreign.....			843	3,085	2,670
Total.....	45,889	85,166	41,733	34,905	54,767
United Kingdom:					
Imports—					
Free.....	43,166,473	24,464,593	50,414,099	55,982,711	71,430,575
Dutiable.....	139,693,296	82,908,402	108,669,144	113,980,723	96,467,245
Total.....	182,859,769	107,372,995	159,083,243	169,963,434	167,947,820

¹ Includes Malta, Gozo, etc., for 1896 and 1897.

Merchandise imported into and exported from the United States, etc.—Continued.

Countries.	Year ending June 30—				
	1893.	1894.	1895.	1896.	1897.
United Kingdom—Continued.					
Exports—					
Domestic.....	\$414,966,064	\$423,968,879	\$384,132,970	\$401,145,205	\$478,448,592
Foreign.....	6,168,457	7,090,388	2,892,488	4,596,134	4,821,806
Total.....	421,134,551	431,059,267	387,125,458	405,741,339	483,270,398
Total Europe:					
Imports—					
Free.....	112,100,070	78,395,654	104,751,447	115,978,616	132,787,023
Dutiable.....	346,350,023	216,682,211	278,894,366	302,660,505	297,405,182
Total.....	458,450,093	295,077,865	383,645,813	418,639,121	430,192,205
Exports—					
Domestic.....	651,981,003	686,926,334	620,965,254	603,244,677	804,207,623
Foreign.....	9,996,707	13,944,488	6,862,438	9,799,076	9,178,021
Total.....	661,977,710	700,870,822	627,827,692	613,043,753	813,385,644

AUSTRIA-HUNGARY.

The following table, giving the commerce of Austria-Hungary in 1896, is taken from the *Annales du Commerce Extérieur*, Paris, 1897, No. 12:

IMPORTS.

Countries.	Florins.	United States currency. ¹	Countries.	Florins.	United States currency. ¹
Russia.....	44,124,000	\$17,649,000	Egypt.....	5,803,000	\$2,325,000
United Kingdom.....	73,491,000	29,396,000	Dutch India.....	4,686,000	1,874,000
Germany ²	256,671,000	102,668,000	British India.....	42,732,000	17,092,000
Netherlands.....	10,200,000	4,080,000	China.....	2,596,000	1,038,000
Belgium.....	12,815,000	5,128,000	Japan.....	1,650,000	660,000
France.....	24,671,000	9,868,000	Australia.....	112,000	44,800
Switzerland.....	22,125,000	9,050,000	United States.....	42,403,000	16,961,000
Spain.....	2,315,000	929,000	Brazil.....	27,651,000	11,140,000
Italy.....	47,178,000	18,671,000	Chile.....	3,265,000	1,306,000
Greece.....	9,242,000	3,696,000	Turkey.....	16,166,000	6,466,000
Roumania.....	10,570,000	4,228,000			
Servia.....	15,349,000	6,139,000	Total.....	705,787,000	282,314,000

EXPORTS.

Russia.....	27,633,000	\$11,053,000	Italy.....	60,116,000	\$24,046,000
Sweden.....	1,723,000	689,000	Greece.....	4,148,000	1,659,000
Denmark.....	1,625,000	650,000	Bulgaria.....	7,427,000	2,970,000
United Kingdom.....	73,617,000	29,446,000	Roumania.....	26,270,000	10,508,000
Germany ²	367,675,000	147,070,000	Servia.....	10,094,000	4,039,000
Bremen.....	2,240,000	896,000	Turkey.....	24,845,000	9,938,000
Hamburg.....	32,446,000	12,978,000	Egypt.....	9,485,000	3,794,000
Netherlands.....	9,657,000	3,862,000	British India.....	6,901,000	2,760,000
Belgium.....	7,915,000	3,166,000	United States.....	17,292,000	6,916,000
France.....	29,689,000	11,835,000	Brazil.....	2,585,000	1,034,000
Switzerland.....	35,947,000	14,018,000			
Spain.....	2,114,000	845,000	Total.....	774,004,000	309,601,000

¹ Round numbers.² Including Luxemburg, and excepting Hamburg and Bremen.

Comparing these figures with those for 1895, a decrease in imports and a gain in exports is noted, the total imports in 1895 being 722,473,000 florins (\$288,989,000), and the exports being 741,810,000 florins (\$296,724,000). There was a decrease in imports from every country except Switzerland, Turkey, British India, and the United

States, the gain from the latter country amounting to nearly \$2,000,000. In exports, there was a decrease to France and Italy, and a slight decrease to Bulgaria; to all other countries there was a gain, notably to the United Kingdom, Germany, and Turkey.

Consul-General Hurst, of Vienna, says that exports to the United States are gradually declining, owing to the fact that the same goods are being manufactured and sold in America at lower prices than the imported goods. In silks, for instance, manufacturers confess that it is becoming useless for the American buyer to come to Europe, because American manufacturers make silks which can be sold in easy competition with the foreign-made goods. Mr. Hurst is informed that United States silk is being sold in the city of Lyons itself, and that French manufacturers are buying large quantities, especially of the sort used for linings, to take the place of that formerly imported from Austria and Germany. Consequently, there is a decrease in the export of silks from Austria to the United States. The same is true of pearl buttons, an important industry in Austria. The manufacturers, says the consul-general, have depended to a considerable extent upon the United States as a market for their goods. Bohemia has sent large quantities of pearl goods of an inferior grade. The new tariff makes it impossible to export this class of goods to the United States; the better qualities are not affected, but the demand for them is decreasing. This is attributed to the fact that the United States manufacturers are importing raw shells in large quantities. Mr. Hurst continues:

What I have said in reference to silks and pearl goods is true, also, in the case of glassware. Figures for the fiscal year ended June 30, 1897, show the exports in glassware to be \$15,180 less than they were the preceding year—that is, in the exports from this district alone—while for the single quarter ended September 30, there were exported to the United States from this district but \$21,720 worth of glassware, as against \$32,627 for the corresponding quarter of 1896. Those interested in and well informed upon the subject are not slow in giving their opinion that this decrease will be even larger in the future, for they say American goods are becoming too popular and are too well made for the foreign-made goods to stand much show in competition. It is frankly admitted here that American cut glass is finer and more elegantly cut than any manufactured on the continent of Europe, or even in England. These people say that this matter is being taken seriously by the manufacturers here, who are already beginning to look elsewhere for a market for their goods. The same is true of plate glass, looking-glass plates, etc. Heretofore, manufacturers in central Europe have done a large and lucrative business in this line with the United States, that country affording them their best market; but now, many of the factories are closed or running on half or quarter time, and the plants can be bought for 50 per cent of the amount they would have brought six or seven years ago.

These statements are based upon data given me by intelligent manufacturers and shippers who live here, and are corroborated by the export returns from this district.

Everywhere in Europe, there is a constantly increasing demand for goods made in the United States. In the first place, everything manufactured in the United States is so neatly and trimly made that it at once catches the eye of the foreigner. In the next place, the American article is honestly made and therefore can stand the closest scrutiny and the test of use. It is noticeable that, if Europeans come into possession of an article of American manufacture, they are always exceedingly proud of it and quick to exhibit it on all occasions, and are not slow to let the fact be known that it was made in America. They acknowledge the superiority of the American goods every time.

The United States bicycle is admired wherever it goes, and the European manufacturer is aware of it. A dealer in American bicycles in this city told me a few days ago that he had sold in the last year 700 American wheels, and that, too, notwithstanding the fact that he was compelled to charge for them a much higher price than for those of European make. This dealer said that he was forced to buy his goods from the middleman instead of from the manufacturer, to pay cash for them, and then give, in many cases, three, four, and sometimes six months' credit; that the duty, which is about \$12, and the freight from Bremen or Hamburg had also to be paid by him, and that all these things combined made the wheels come rather high to his customers. He further said that if it were possible for him to offer the Ameri-

can wheels nearer the price asked for the Austrian make, he could do an enormous business. It seems to me that if our manufacturers really wish to get their wheels into the foreign market, they should be satisfied with a little less profit and try to make easier terms for their agents. Two hundred and seventy florins (\$109.66) is a good deal of money to ask a foreigner to pay for an American wheel, when he can buy one from the home manufacturer for at least 33½ per cent less. Then, again, a wheel on this side of the Atlantic is, as a rule, not considered complete without mud guards, brake, lamp, and bell, and these must be furnished with and included in the price of the wheel. The wheels sent from the United States are generally without any of these accessories, and the agent is therefore put to the additional trouble and expense of supplying them. In view of all these things, when one agent sells 700 American wheels in a year at the high price named, it is clear that the foreigner believes in the superiority of the American-made goods.

There ought to be a market here for many American manufactures and products, if our people would only take the right steps to reach it. There is a need of better farming implements, better mechanics' tools of all kinds, United States lumber and iron, machinery, especially stationary engines, heavy weighing scales, and elevators, and other American manufactures.

Canned goods from the United States, says the consul-general, appear to be popular, but the prices are extravagantly high, owing to the fact that they pass through the hands of several middlemen. He advises the establishment of local agencies in this class of goods. The people are compelled to buy foreign canned fruits because of the frequent failures of the Austrian fruit crops. There are plenty of markets in Europe, he says, for United States goods, but they must be looked up.

AUSTRIAN TRADE WITH RUSSIA.

Mr. Hurst adds:

A recent report of the Austrian consul-general at St. Petersburg contains * * * valuable hints for those in search of a foreign market. According to this report, the commerce between Austria-Hungary and Russia has for some time been undergoing a yearly decline, which is attributed solely to the energetic and continuous efforts of German manufacturers to gain a footing in the Russian markets. The report says that travelers from the Austro-Hungarian monarchy are seldom met with, and those who do find their way thither have such inadequate knowledge of the customs and transportation rates, of the weights and measurements in use in that country, as to preclude all possibility of accomplishing anything in the way of selling goods. * * * Of the total amount of fancy goods imported by Russia, Germany supplies 60 per cent, France 20 per cent, and Austria and England combined only 10 per cent. * * * While the English correspond only in their own language, the Germans, on the other hand, use Russian, a fact which adds greatly to their business.

UNITED STATES FURNITURE, ARTICLES OF IRON AND STEEL, LEATHER, ETC.

Consul Hossfield, of Trieste, writes:

I am convinced that American exports to Trieste could be considerably increased if the proper steps were taken by our manufacturers. * * * Furniture [here] is expensive and inferior both in style and workmanship. Folding beds and good upholstered rocking-chairs are practically unknown. Dining-room sets that can be bought for from \$50 to \$75 in America cost at least twice as much here. In parlor furniture, the difference seems to be still greater. Everything is made of pine and is flimsily veneered. In a few years, the veneer peels off and the furniture is good only for the garret. This is a common occurrence in a changeable climate. Our solid oak furniture would, in my opinion, commend itself to the favor of the Austrian people. It should, however, be stylish and light. * * * American iron, steel, and steel tools ought to find a ready market in southern Austria. The tools in use here are, as a rule, clumsy and old-fashioned. If the native mechanic or husbandman is satisfied with them, it is simply because he knows of nothing better. * * * Our leather is already highly appreciated, and large quantities are imported into Austria. A market might also be found in Trieste for United States shoes and boots, especially of the lighter kind. At present, only hand-made ware is worn here. The home-made article is cheap in price, but it is also cheap in quality.

* * * American cheese, oatmeal, rolled oats, and canned goods, especially canned corn, tomatoes, peaches, and apricots, might, with a little missionary work, be introduced here. There is also a demand for good winter apples. * * * As our apples have recently been sold at a good profit in southern Germany, I see no good reason why they could not be sold at a still better profit in Trieste.

The consul gives the rates of duty on the various articles mentioned, and adds:

But while an increased demand for American goods can undoubtedly be created here, it can not be done by correspondence. * * * Americans must learn a lesson from their English and German competitors, and exhibit their goods to prospective buyers. * * * A commercial traveler who speaks the language of the native merchant, carries with him samples of the goods he wishes to sell, and is prepared to give prompt and exact information as to prices and terms of payment, is always sure of a respectful hearing; and if he understands his business and the goods he offers seem meritorious, he is likely to book orders. He has, moreover, an opportunity to personally survey the ground, and to inform himself as to the needs of the place and the standing of the various firms that deal in his line of goods.

UNITED STATES GOODS IN BOHEMIA.

Consul Donzelmann writes from Prague that the following-named goods would probably find a market in Bohemia, if exhibited by sample: Green fruit, preserved fruit, dried fruit, canned meats, cotton, leather (sole and upper), agricultural implements, new inventions in hardware, petroleum, heating stoves (especially self-feeders), hard wood for cabinetmakers' use, and bicycles. Shoes, he thinks, could be introduced, but business men will not buy unless they can see and examine the samples first. The consul continues:

One of the largest bed feather establishments of Bohemia, and one of the most important exporters to the United States, has begun to open a branch establishment in New York city, importing the feathers principally from China direct to New York and cleaning and finishing the same ready for market there, thus showing that one of the direct results of the new tariff law is that capital has been brought to America, invested in machinery, tools, etc., and that American labor is employed in the treatment of raw bed feathers, where Bohemian labor had been employed.

The cheapest freight route for goods from the United States to Prague is via Hamburg up the river Elbe as far as the town of Tetschen, Bohemia, and from there by rail.

There is no license exacted from commercial travelers, but they must apply for a permit from the local authorities, which costs them 40 cents United States money or 1 florin in Austrian money. Salesmen who are American citizens should be provided with passports; if naturalized citizens of the United States, they should also have certificates of naturalization.

BELGIUM.

Consul Lincoln, of Antwerp, states that the total value of imports in 1896, in the special commerce, was \$342,903,100, an increase of \$18,585,900 over 1895. The value of exports was \$283,304,700, an increase of \$15,922,500 over the preceding year. The exports to the United States increased 5 per cent during the year, and the imports from that country 31 per cent. The articles of export which showed the principal gains were: Textiles, \$80,000; coal, \$70,000; metals and manufactured steel, \$41,000; raw india rubber, \$195,000; chemical products, \$182,000; window glass, \$729,000; and raw sugar, \$1,700,000. The increase in imports was as follows: Copper and nickel, \$894,169,000; vegetable substances, oil seeds, etc., \$621,000; chemical products, \$513,000; drugs, \$445,000; live animals, \$243,000; vegetable

oils, other than food, \$240,000; tobacco, \$229,000; wood, \$376,000; pewter, \$208,000; petroleum, \$176,000; machinery, unclassified, \$50,000.

Consul Morris, of Ghent, gives the following table showing the trade of Belgium according to countries:

Country.	Imports.		Percent- age of total for 1896.	Exports.		Percent- age of total for 1896.
	1896.	1895.		1896.	1895.	
Algeria.....	\$108,310	\$75,114	0.2	\$874,483	\$774,509	0.3
Argentine Republic.....	18,447,846	17,889,749	4.8	3,685,525	2,770,129	1.3
Australia.....	5,940,657	4,088,003	1.6	1,537,245	1,093,538	.6
Austria.....	1,215,321	1,586,490	.8	1,609,620	1,630,850	.6
Brazil.....	8,013,553	7,040,986	2.3	7,231,517	4,218,787	2.6
Bulgaria.....	1,460,045	2,186,838	.4	256,090	37,635	.1
Canada.....	296,253	110,975	.1	1,111,101	1,321,085	.4
Cape of Good Hope.....	628,022	251,286	.2	640,760	382,140	.2
Chile.....	8,241,872	5,451,882	2.4	1,483,784	1,488,030	.6
China.....	969,809	782,422	.3	2,172,601	1,918,237	.8
Cuba and Puerto Rico.....	188,947	50,100	.1	344,015	382,140	.3
Denmark.....	815,748	264,207	.1	1,187,529	1,195,442	.4
Egypt.....	423,828	686,501	.1	2,286,085	1,893,909	.8
England.....	39,684,274	37,274,090	11.6	56,201,986	51,474,837	19.9
France.....	50,947,923	57,872,208	17.5	55,496,027	54,854,490	19.6
Germany.....	41,571,042	38,444,635	12.2	63,160,601	50,982,377	22.3
Greece.....	1,594,750	1,142,367	.5	705,608	606,213	.2
Haiti.....		241,057			127,380	
Holland.....	34,103,679	33,008,186	9.9	33,047,776	31,845	11.7
India—British East.....	10,659,004	10,222,246	3.1	4,051,649	3,911,531	1.4
India—Dutch.....	760,105	555,068	.2	629,180	420,354	.2
Italy.....	3,794,573	3,827,962	1.1	4,325,552	4,887,532	1.6
Japan.....	438,303	200,334	.1	1,419,322	832,988	.5
Kongo Free State.....	2,615,922	2,095,631	.8	2,921,634	2,128,983	1
Mexico.....	823,854	109,817	.1	741,313	521,100	.3
Peru.....	1,249,968	7,089,409	.4	174,279	286,991	
Portugal.....	632,101	466,774	.2	1,346,947	1,203,741	.5
Roumania.....	24,816,326	19,336,284	7.2	1,527,595	1,742,404	.5
Russia.....	21,239,071	22,563,630	6.1	6,084,531	4,151,490	2.1
Spain.....	4,370,099	3,925,620	1.3	4,826,158	4,232,876	1.7
Sweden and Norway.....	6,442,867	8,906,564	.8	1,047,834	2,989,675	.1
Switzerland.....	1,142,114	838,392	.3	5,062,969	6,581,879	1.8
Turkey.....	8,129,495	2,463,838		3,130,287	5,095,044	1.1
United States of America.....	33,514,450	25,640,430	9.8	9,440,209	9,003,450	3.3
Uruguay.....	2,709,141	4,447,878	.9	480,377	297,606	.2

As the tables show, continues Consul Morris, France supplies the largest percentage of the imports into Belgium; Germany, England, Holland, the United States, and Roumania follow in the order named. France sends to Belgium wines, raw wool and woolen goods, raw skins, flax and tow goods, and objects of art. Germany supplies coal, iron, steel, and chemical products. England supplies resin and bituminous products, raw wools, chemical products, cotton textiles, and horses. From the United States, come grain, petroleum, meats, fats, copper, nickel, and miscellaneous vegetable substances.

Consul Gilbert, of Liège, says that Belgium, like Great Britain, depends in a great measure upon foreign countries for her supply of alimentary articles. Her people live for six months of each year upon imported cereals, and for four months on imported meats. Belgium, he continues, occupies a most remarkable place among the industrial nations of the world. Her annual production, for her own use and for exportation, averages about \$100 per inhabitant, against \$65 in Germany and \$115 in Great Britain. Financially, she is one of the most prosperous countries in Europe, which is surprising, considering that she has practically no merchant marine. Great Britain transports about 70 per cent of her exports by sea.

IMPORTS FROM THE UNITED STATES.

Consul Lincoln says in part:

The figures show an increase of a considerable amount in the exportations to our country, but that this was due in part to the desire to anticipate any possible increase in our tariff is undoubtedly true, and an estimate of the extent of the influence exerted by this feeling would be difficult to make for some time yet.

A matter which has caused no little discussion is the restriction thrown in the way of the import of cattle from both North and South America on hygienic grounds. This is of interest to our people and also to a large class of the population here, where meat is sold at comparatively high prices, particularly as the Government has by this course prevented the possibility of competition in price arising from importations from the countries mentioned.

Notwithstanding the obstacles to business, the prevailing commercial activity has resulted in a constant increase of importations.

Grain and flour from the United States amounted in 1897 to 121,616,049 kilograms (268,114,700 pounds). These figures are surpassed only by those representing the amount imported from Roumania, which country furnished this market with 282,694,343 kilograms (621,227,900 pounds), a decrease of 60,000,000 kilograms (132,276,000 pounds) in the amount of the importation reached the preceding year.

As to rye, the amount imported from the United States figures as 21,257,991 kilograms (46,865,300 pounds), nearly twice as much as in 1896, and two-thirds of the whole importation.

The amount of barley furnished by our country more than doubled in 1897; 41,107,075 kilograms (90,628,600 pounds) were imported, or nearly one-third of the total importation. Oats showed an increase of about 1,000,000 kilograms (2,204,600 pounds) over that of last year. The amount of corn brought from the United States has nearly doubled in the period of time under consideration. This year, there were imported 113,385,618 kilograms (250,039,900 pounds), being nearly one-half of the total importation.

Bran seems to have become an article of import from our country. The amount brought here in 1895 was merely nominal, but it increased to 1,000,000 kilograms (2,204,600 pounds) in 1896, and up to the present time this year has reached the figure of 7,000,000 kilograms (15,432,200 pounds).

Vegetable oil is imported from the United States to the amount of 5,500,000 kilograms (12,125,300 pounds), being half of the total importation at this port. The importation of oleomargarine amounted to 2,210,871 kilograms (4,874,000 pounds), most of which came from the United States. In this connection, it is interesting to note that, since 1895, eleven factories have been started in Belgium, the same producing about 700,000 kilograms (1,543,200 pounds) per month.

Nearly one-half the cast steel, copper, and nickel imported came from the United States. The amount of pig iron imported has increased from 85,500 kilograms (188,000 pounds) in 1896 to 11,204,540 kilograms (24,701,500 pounds) in 1897.

The importation of petroleum from the United States amounted to 86,500,000 kilograms (190,697,000 pounds), out of a total of 89,700,000 kilograms (197,752,600 pounds).

In tobacco, the amount brought in during 1897, though greater than that of 1895, was less than that imported in 1896; the amount which came from the United States represented about three-fourths of the whole.

There is also a very considerable increase in the amount of our pork and conserved products—salted, smoked, etc. We furnish this country about eleven-twelfths of all that is brought in.

Linseed-oil cake has become an important article of importation, over 20,000 tons having been brought in already this year, and it is estimated on the part of those qualified to form an opinion that probably an equally large quantity will be imported before the beginning of 1898. So much attention has been directed to the large quantity that the Government is considering the question of placing a duty upon it.

Bicycles have also been imported from the United States in large numbers, but inasmuch as the importations are included under the heading of machinery, it has been impossible for me to ascertain any particulars.

A noticeable item of importation from our country during the last two years has been horses, of which 1,070 arrived here during 1896, and up to this time this year, 2,397. Many of these are shipped to France, Italy, and Germany.

HOW TO ADVANCE UNITED STATES TRADE.

Consul Morris says, in part:

There are some elementary principles of foreign trade, which, although enunciated in almost every consular report written upon this subject, still permit of constant repetition. First, the language of the country in which sales are solicited should be used in all correspondence. Great amusement was recently caused here by an American firm which sent circulars in Spanish, thinking no doubt that the language had not changed since the period of which Motley wrote in his *Rise of the Dutch Republic*. French is the ordinary business language of this district.

Equally important in effect are the standards of weights, measures, and prices. A busy man will not stop to reduce foreign weights and measures to his own standard, and frequently, he who does makes vital errors. The metric system is the only one understood, and the American seller, without conforming to this standard, leaves the first chances of even courteous consideration of his goods to the amiability of his prospective buyer. The result is that, in one-half of such cases, the letter goes to the waste basket. Continental nations have a decided advantage in this respect. They use the same standard of weights and measures. This is one of the most important lessons we have to learn. If, in foreign trade, United States exporters would use the currency and measures of the country, I am confident that results would justify the original trouble and expense.

The third point to which attention should be directed is the terms of sale. In this local customs are absolute. Unless the seller conforms to them, he is at great disadvantage. In this locality, many United States articles would find a market if they were known; but being as yet untried, an absolute sale is impossible. They would sell if sent on commission, or on long credit with permission to return if unused. I know personally many reputable houses which would accept American wares on this basis, but their efforts have often been unavailing, because they were not ready to buy and pay "spot cash."

Another detail. Articles must be tested and known before people are willing to buy them. Here we are at a disadvantage, especially in competition with the Germans. German agents are constantly traversing Belgium in every direction; they speak the language, quote prices according to the usages of the people, and above all, show the goods offered for sale. The steady growth of German trade is the testimony of their success.

Not long ago, a circular of an American firm, well known at home, came to this office, quoting the price of a certain machine delivered "free on board," at—let us say—Smithville. In spite of the fine engravings and descriptions, it would be surprising if sales were made upon the strength of this circular. Who knows where Smithville is? Who knows how far it is from New York and what the freight is, and who can find out at this distance? All such advertisements are practically useless. Prices must be made free on board at some well-known seaport of the United States; even better in attracting trade, the price should be given at the port on this side, or some statement as to sea freight should be made. This information would enable the purchaser to approximately determine the cost of the goods after arrival in his store, and this he must know before he buys. In many cases, he is deterred from buying in America because he has an exaggerated idea of freight rates.

And finally, as to the goods themselves. They must conform to the needs, habits, one might say the whims, of the purchaser. It seems self-evident that a Belgian manufacturing for foreign trade would turn out different patterns and qualities for the United States and for the countries of South America; and in neither case does he ask the purchaser to adopt the Belgian idea. We seldom think of the converse of the proposition when applied to ourselves. We must not expect to sell the same articles to Belgium and Russia, to France and Germany. In all things must the seller be honest. It is preferable to underestimate and give the buyer an unexpected surprise in the excellence of his bargain. American trade has been already injured by misrepresentation.

Mr. Morris urges the establishment of agencies in the various cities of Europe. He thinks American salesmen are preferable for the introduction of our goods, and speaks of the excellent systems of commercial education in Germany. For the present, however, cooperation of American manufacturers is the great motive force in the development of foreign trade.

BULGARIA.

A report in the *Consulaire Verslagen*, Amsterdam, June 9, 1897, contains the following:

The total value of the imports into Bulgaria during 1896 was 68,598,983 francs (\$13,239,603); the exports amounted to 100,238,397 francs (\$19,346,010). The appended table gives the imports and exports according to countries:

Country.	Imports.		Exports.	
	<i>Francs.</i>		<i>Francs.</i>	
Austria-Hungary.....	19,397,500	\$3,840,217	2,660,502	\$514,376
Great Britain.....	16,332,253	3,162,124	28,227,628	5,447,932
Belgium.....	2,148,926	414,742	7,747,025	1,494,275
Germany.....	7,853,080	1,525,644	20,372,237	3,931,841
Greece.....	316,786	63,139	268,897	51,897
Italy.....	2,419,655	466,993	1,883,674	363,549
Roumania.....	2,152,179	415,370	400,104	77,220
Russia.....	3,530,682	681,421	73,739	14,231
United States.....	201,229	38,837	9,710	1,874
Servia.....	-1,004,977	193,960	86,127	16,622
Turkey.....	8,811,558	1,700,630	20,662,669	3,987,895
France.....	3,019,707	583,808	12,482,463	2,400,113
Netherlands.....	34,826	6,721	548,174	105,817
Switzerland.....	670,967	129,496	3,000	579
Sweden and Norway.....	41,740	8,055		
Other countries.....	162,918	31,443	4,812,454	928,803

Comparing this table with the figures for 1895, it is found that there has been a decrease in the imports from England, Roumania, Belgium, Italy, and Servia, and a decrease in the exports to England, Russia, Germany, Belgium, Italy, and Greece. The exports to Austria-Hungary, Turkey, and Roumania have increased. The principal articles of import were textiles, machinery, metals, furniture, leather wares, oils, and liquors. Grain was the chief article of export. Woollen *passementerie* and attar of roses may also be mentioned. The exports of cattle are increasing. Leather is the only article imported from the United States in sufficient quantities to be mentioned.

Consul Stephan, of Annaberg, in a report dated April 23, 1897 (printed in *Consular Reports* No. 202, July, 1897), incloses an article from the April number of the *British Board of Trade Journal*, which, the consul thinks, deserves the widest circulation among and the closest attention of American manufacturers. Not much notice, says Mr. Stephan, is taken of far-off Bulgaria, which, however, offers a great opening for nearly everything. Now that the English are trying to win that market, Americans will perhaps also make efforts to introduce their goods. The Germans and French have already established themselves there. The article reads:

A committee has been appointed in Bulgaria by the ministry of commerce and agriculture to consider the subject of the introduction of agricultural machinery into that country.

Major Law, Her Majesty's commercial secretary at Vienna, in a memorandum to the foreign office states that the conclusions of this committee appear likely to take practical form at an early date, and though it is not yet possible to announce the definite decision of the Government, it seems most probable that offers will be invited for the supply of a certain number of steam thrashing machines and portable engines, to be delivered this summer in various selected districts. The conditions for delivery and the terms of payment for the machines will be arranged with the ministry of agriculture.

It is particularly desired that the working of the machines shall not fall into ignorant hands, lest unsatisfactory results should render the farmers skeptical as to their practical value; and it is probable that the suppliers of the machines will be called upon to send a qualified mechanic to each of the selected districts and to provide a suitable assortment of reserve accessories, so that broken parts may be speedily repaired.

Should the proposals of the Bulgarian Government be carried out, a rare opportunity will be offered for the development of an important trade in a new market, and

it would appear most advisable that English agricultural engineers should lose no time in furnishing information as to prices and descriptions of the machines they are prepared to supply.

It is useless to send ordinary English catalogues and price lists. What is required is illustrated description in French or German of 6, 8, and 10 horsepower portables and thrashers, with weights in metric measurement, prices (cost, insurance, and freight) at the ports of Bourgas and Varna, with discount allowances for cash, and terms required for delivery after receipt of order. To this, should be added details concerning self-feeding and straw-burning apparatus, with prices for these extras, and information as to the fuel consumption per hour and average capacity of machines per working day of ten to twelve hours.

The information indicated should be supplied to the minister of commerce and agriculture, Sofia.

Any firm which may be selected by the Bulgarian Government to supply the machines required must be prepared to promptly furnish necessary information and instructions for working their machines, printed in the Bulgarian language.

DENMARK.

In a report from Copenhagen, Consul Ingersoll gives the following table showing the trade by countries in 1896:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Danish colonies	\$892, 976	\$1, 214, 576	Spain and Portugal ...	\$821, 956	\$107, 200
Norway	1, 542, 608	2, 800, 780	Other European coun- tries	654, 992	68, 784
Sweden	13, 590, 280	5, 763, 340	United States	4, 562, 164	471, 144
Russia	8, 890, 832	1, 505, 892	South America	38, 860	4, 288
Germany	33, 788, 636	15, 501, 656	East Indies and China.	365, 820	27, 336
Great Britain	20, 974, 762	45, 475, 312	All other	10, 605, 028	2, 828, 060
Holland	2, 362, 152	80, 132			
Belgium	1, 756, 740	209, 040			
France	2, 137, 300	529, 082	Total	102, 895, 116	76, 079, 572

The figures for 1895 were: Imports, \$97,562,480; exports, \$72,063,597; and the increase in 1896 was: Imports, \$5,332,636; exports, \$4,015,975.

The increase in imports from the United States (the value of the imports in 1895 was \$2,702,967) is chiefly due, says the consul, to the large importation of corn.

In a previous report, Consul Kirk said that, as usual, the export of bacon and butter amounted to 55 per cent of the total export trade of Denmark, and 53 per cent thereof found its way to England. The export of butter in hermetically sealed tins to China, West Indies, and South America, increased over \$250,000 worth during the year.

As to the consumption of United States goods, Mr. Kirk says, in part:

There is probably no country where the use of the bicycle is more general than in Denmark, and American manufacturers have the bulk of the State. Conservative estimates place the proportion of American wheels in Denmark at from 50-60 per cent of the whole, with the prospect of reaching 75 per cent in the next year or two.

The annual importation of agricultural machinery is about \$450,000 or \$500,000 a year, and one-third comes from the United States. One of the principal dealers in this line in Denmark says that knife harrows have been a success, but spade harrows and spring-prong harrows have been excluded from the market by an excellent Swedish imitation at less price. The American steel plow (mild center steel) has won a great reputation, both on account of the convenient shape of the moldboard and curve of the beam and the excellent quality. Over 1,000 per year are sold in Denmark and Sweden. They have also, however, been imitated, and if the price of United States plows can not be considerably reduced it is only a question of time when the import must cease. Light hand chopping implements have also had a large sale, and the imitations have not so far been successful.

United States self-binders, mowers, and reapers have won a great reputation in Denmark and Sweden. There are annually imported from 2,000 to 3,000 into each country. Self-binders, however, will hardly become an important article in the trade.

of Denmark, partly owing to the high cost of the binding yarn and partly to the variable weather that is usual at harvest time. On the other hand, American mowers and reapers will probably command large sales for many years to come. The dealer complains, however, that American manufacturers have of late begun to build their machines too light, in order to reduce the cost of construction, and if this is carried much farther, the farmer will return to the heavier but better built English machine. American thrashers, too, are not suited to the market in Denmark, but horse rakes have a large sale. There is a pressing need for potato diggers, which are little known; small hand sowers are also in demand; the horsepower sowers are not adapted to the country.

Mr. Kirk thinks that there is a good opening for United States shoes, furniture, canvas, and sail cloth, and leads, oils, and varnishes.

FRANCE.

Consul-General Gowdy, of Paris, gives the following statement of the commerce of France in 1896: Imports, \$733,207,000, an increase of \$15,247,000 over 1895. Exports, \$656,393,000, an increase of \$5,211,000 over the preceding year.

Consul du Bellet, of Rheims, says that the commerce according to countries was, in round numbers, as follows:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United Kingdom.....	\$98,120,000	\$198,000,000	Spain	\$55,564,000	\$19,357,000
Belgium.....	51,426,000	96,693,000	Italy	24,591,000	22,232,000
Germany.....	59,370,000	65,427,000	Switzerland	14,542,000	34,720,000
United States	60,563,000	43,232,000	Russia	32,385,000	4,892,000

Exports from France into the United Kingdom, Belgium, Germany, and the United States, says the consul, represent 61 per cent of the whole; imports from those four countries represent 36 per cent.

The most important articles as to value, which were imported and exported, are given, in round numbers, as follows:

IMPORTS.

Articles.	Value.	Articles.	Value.
Raw wool.....	\$72,990,000	Common wood	\$25,520,000
Wine.....	58,760,000	Grain and oleaginous fruit	24,000,000
Silk and silk floss.....	35,980,000	Cereals (including malt)	22,180,000
Coffee.....	35,040,000	Hides and peltry	12,700,000
Coal.....	33,280,000	Copper	12,440,000
Cotton.....	27,920,000		

EXPORTS.

Woolen textiles	\$58,820,000	Garments and lingerie.....	\$19,760,000
Silk textiles.....	49,400,000	Silks.....	18,640,000
Wines.....	48,400,000	Tools and metallic goods.....	17,020,000
Fancy goods.....	32,180,000	Prepared skins	16,680,000
Wool—raw, combed, and dyed.....	29,000,000	Leather and skin goods.....	16,420,000
Cotton textiles.....	26,280,000		

Consul Germain, of Zurich, says that the countries buying more of France than they sell to her are England, Germany, Belgium, the Netherlands, Egypt, Mexico, and Portugal. The most marked difference was with Russia. France paid Russia \$32,000,000, a large proportion

of which was for grain, and Russia only bought \$4,000,000 worth from France.

Consul du Bellet calls attention to the fact that, twenty-two years ago, Germany exported \$160,000,000 less than France, and now exports \$160,000,000 more.

TRADE IN 1897.

French official statistics show that the commerce for the first eleven months of 1897 was as follows:

IMPORTS.

Character.	Value.		Increase over eleven months of 1896.
	<i>Franks.</i>		
Food stuffs.....	918,566,000	\$177,283,000	\$1,166,000
Materials for use in industries.....	2,100,471,000	405,390,000	22,547,000
Manufactures.....	566,165,000	109,269,000	968,000
Total	3,585,201,000	691,942,000	.....

EXPORTS.

	<i>Franks.</i>		
Food stuffs.....	654,602,000	\$126,355,000	\$13,236,000
Materials for use in industries.....	871,815,000	168,264,000	21,717,000
Manufactures.....	1,094,521,000	327,042,000	9,339,000
Postal packages.....	141,104,000	27,233,000	2,307,000
Total	3,362,152,000	648,894,000	.....

In the import trade, there has been an increase in 1897 in the value of goods received from Russia, Germany, Belgium, Switzerland, Italy, Turkey, the United States, and Brazil. There was a decrease in the imports from England, Spain, and the Argentine Republic. There was an increase of exports to all countries except Spain, Brazil, and the Argentine Republic.

The imports from the United States for the first eleven months of 1897 were 368,701,000 francs (\$71,159,000), against 273,235,000 francs (\$52,734,000) for the corresponding period of 1896. The most notable increases were in raw cotton, copper, and oils. Machinery increased some \$700,000, and cereals \$750,000 (round numbers).

The exports to the United States in the period under consideration were 231,672,000 francs (\$44,712,000), against 210,747,000 (\$40,674,000) in 1896. The most marked gains were in silk and cotton textiles, essences, and raw wools; in gloves, woollen goods, plumes, artificial flowers, lingerie, and clothing, etc., there was a decrease.

EXTENSION OF UNITED STATES TRADE.

Consul-General Gowdy says:

There appears to be a growing endeavor on the part of American manufacturers to establish business relations in this country; but one of the absolute necessities for the successful accomplishment of this movement seems to be ignored by American houses—the direct contact of the salesman speaking the language of the country, having a thorough knowledge of the merchandise, and equipped with price lists, illustrated catalogues, properly translated into French. * * * Other nations, especially Germany, have realized that it is indispensable to send salesmen into the

country where they seek commercial relations, not attempting to rely upon correspondence. * * * There are many articles of United States manufacture that French consumers would be pleased to have, could they be intelligently informed as to the utility and superiority of the same. If a combination of prominent houses dealing in various branches of American manufactures, such as household utensils, agricultural implements, and labor-saving machines, could establish and maintain permanent exposition rooms in the chief cities of France, there is no doubt it would be a successful venture, and create an hitherto nonexistent demand for American products.

Other consular officers emphasize the same points. Mr. Shepard, of Calais, says that, in connection with the consulate at Boulogne, an effort has been made to establish at Lille or Amiens, or both (the two principal business centers of Northern France), a storehouse where United States products could be permanently exhibited. He hopes to be able to report success at no very distant day, and continues:

This section of France presents a fertile field for many of our surplus manufactured as well as agricultural products. I would mention coal-mining machinery, agricultural implements, boot and shoe machinery, hardware, tools, electrical appliances, sewing machines, typewriters, furniture, steam laundry and cold-storage plants, leather, boots and shoes, etc. No systematic effort has yet been made in this section in the interests of American bicycles. A few high-priced wheels from the United States have come through Paris agencies, but what is wanted is a good wheel for about \$50, and it would sell readily, provided the same liberal terms of payment were accorded that are offered for the French, and particularly the English machines, which have so far enjoyed the monopoly of the north of France.

Consul Shepard thinks that there is a good opening for lumber of every kind and grade, and manufactures of the same, and urges United States producers and merchants to actively and carefully canvass the field. Consul Atwell, of Roubaix, also speaks of the market for oak, but says that the chief difficulty appears to be the unwillingness of United States exporters to saw the timber to the required dimensions and cut off the sapwood, which French dealers refuse to pay for. There are, however, he adds, a few firms who have sent agents to his district and have secured large orders. Mr. Atwell thinks that there is also a large market for California dried fruits.

Consul Covert, of Lyons, says:

The retail grocers all sell American roast beef, ox and pork tongue, corned beef, canned fish, gelatin pork, vegetables, ham, tripe, potted rabbit, compressed beef, and a few other articles. Much of this comes through England. * * *

The merchants of Lyons tell me they look to the United States for "original" articles—i. e., striking novelties that are useful or ornamental. They complain also of not being able to deal directly with the American manufacturer. They have shown me knives and forks, lamps and oil stoves purchased in England, but bearing an American trade-mark.

Consul Van Buren, of Nice, says, in part:

What people expect here is simply this: First, they wish to see samples; second, to know the exact price a thing will cost here, freight and duty paid; third, the privilege of examination before taking; and, fourth, credit for from two to three months. * * * People here do not understand our system of discounts. They do not wish to be bothered about attending to details of freight and duty. * * * I am aware that I am saying the same thing that other consuls have said, but it is really the only thing to say. * * *

I should think there would be a market here for lamps, oil stoves, and heaters; also for Yale locks. * * * There should be a big sale of the patent mosquito-net frame which folds up. They have here the same style of net that was in use forty years ago. * * *

As to the attractive finish of United States wares, that is just one point to their disadvantage. Take cooking stoves as an example. The duty on a plain article is not very heavy, but the same thing with some small parts nicked or polished will be taxed out of all proportion. It would be better to start on plain things until some reduction could be obtained on nickel.

The following summary is made of parts of the report of Commercial Agent Griffin, of Limoges:

American manufacturers and producers may be interested in knowing what can be sold in the center of France.

MACHINERY.

Agricultural implements.—Mowing machines, reapers and binders, harrows, cultivators, horse rakes, hay forks, hand rakes (wooden and steel), shovels, spades, scythes, lawn mowers, can be sold in this part of France. In making mowers and reapers for this market, attention should be given to the following points: The French soil is watered by frequent rain, drought is rare, and consequently farmers cut the grass very close to the ground. Many reap wheat and rye so as to leave as short a stubble as is ordinarily left on an American hayfield. Cows take the place of horses in drawing these machines. This calls for a gearing that will meet the requirements of a slow pace. The light weight of American machines has been an obstacle to their sale. This is a drawback when certain kinds of grass are cut, for a light-weight mower driven slowly and close to the ground is apt to clog.

In other farm implements and tools, few changes are needed. French customs and methods should be carefully studied by American manufacturers who desire to export their goods.

Sewing machines.—All kinds are extensively sold; many American patterns are being offered which are manufactured in England and Germany. The machines used in the glove, shoe, and harness factories generally come from the United States.

Bicycles.—The American makes are popular, but it is useless to try to compete with the cheap bicycles of this country. Transportation and customs charges are as high on a poor wheel as on a superior one. It is estimated that 500 United States bicycles were sold in this district last year.

Tools.—There is probably no tool employed by an American artisan, such as carpenters, masons, plumbers, locksmiths, carvers, etc., that would not find a ready sale in France. As these goods are less bulky and different in shape from the French ones, they must be shown and their superiority proven to the workmen.

Locks, hinges, and fastenings.—There is a good demand for these, and in new houses, United States models are sought for. Recently, certain German factories have made tools, locks, hinges, and fastenings after American designs and offered them to French hardware dealers, who thought they were genuine American goods. The imitations were not very good, but the prices were extremely low.

STOVES AND RANGES.

In the country, heating and cooking are done by wood fuel, but in centers of population, bituminous coal is employed. The wood and coal stoves are very old fashioned, poorly constructed, and expensive articles. There is an undoubted demand for good cooking stoves and ranges. The American system of hot water attachments to stoves and ranges for supplying baths is almost unknown in France. A limited number of ranges with boilers have been imported for private houses. This system should be judiciously introduced so as to demonstrate its economy of fuel and time. Another line of stoves should be adapted to heat living rooms; many out-of-date cylinder stoves, such as were in vogue in the United States half a century ago, are sold as "American patterns" and find great favor. Several German firms are trying to supply this market with this class of stoves. The goods should not be expensive or too large; the winters are not as long or severe as in America. Hot-air furnaces, either portable or encased in brickwork, would find a sale for apartment houses, public halls, churches, and hotels. Steam and hot-water apparatus not popular, the heat being too intense for this country. It would be to the advantage of stove manufacturers to visit France and study the conditions of trade.

WAGONS, CARTS, AND CARRIAGES.

All French vehicles are different from those used in the United States. Roads here are hard and excellent, as a rule, and wagons are more heavily loaded than at home. Carts and wagons should be built after patterns already existing in France, with heavy wheels and tires very broad, so as not to cut the ground. It is customary to drive horses tandem in many towns and rural districts, and it is no uncommon sight to see six horses attached to one load. Another important matter is the system of brakes. French drivers use them much more than Americans. A well-designed brake is an essential part of any vehicle. Carriages, open or covered, should be solidly built. The lightness required in America would be a drawback to

sales here. There is no doubt that good business could be done if manufacturers would ascertain the requirements of this country. The opening is good for unfinished carriages, with the upholstery, varnishing, and putting together left to French workmen. This would permit the goods to enter the country under a lower rate of duty; high transportation charges would be avoided, and French taste could be used in the completion.

TYPEWRITERS.

The United States controls the market for these machines, which are slowly but surely finding their way into the offices of the country. The make has little to do with the sale of the machine; the agents who are most energetic and advertise most sell the greatest number.

WOOD AND WOODEN WARE.

The demand for nearly every kind of wood is on the increase. Staves (used in large quantities in the wine-making districts), felines, spokes, hubs, handles of all sorts, and thills are sold; and there is an especial market for dining-room, bedroom, library, and parlor furniture; for oak, black walnut, satinwood, maple, elm, spruce, pitch pine, and woods suitable for finishing or inlaid work. It would be advantageous to ship the furniture in an unfinished state. The popularity of American desks and office furniture is increasing, although the prices heretofore demanded have been almost prohibitive.

FARM PRODUCTS.*

Wheat and flour.—French customs dues* have excluded many American farm products. France produces nearly all the wheat required for the home market; taking 10 years as an average, seven-eighths of the quantity necessary to meet her demands has been grown. For the fiscal year ending June, 1898, however, there will be a shortage of more than one-fourth of the annual consumption. Therefore, grain must always be imported, in greater or less quantities. France exports macaroni, vermicelli, noodles, crackers, and other edible pastry, largely. American wheat flour is highly prized by the bakers, and the sales would be heavier were it not for the high duty on grain.

Indian corn.—There is a growing demand for maize in this country. It is used for fodder, and the supplies from Spain, Hungary, Roumania, and Argentina are uncertain and insufficient. Fodder corn, which is sown broadcast in May, is of a soft variety, preference being given to round, yellow kernels, such as are grown in New England and the Middle States. Hard, flinty maize is used for fattening animals. Care should be taken to select the kind of maize required in France.

Seeds.—Clover and various kinds of grass seeds will often find ready sale in France. Much depends upon the season.

Fruits.—Apples and pears, according to the season, can be profitably exported; owing to the failure of these crops this year the demand will be heavy. American fruits would have met with better success if it were not for the defective, and often slovenly way in which they are packed. The buyer receives a bad impression before the fruit is tested. Bananas, pineapples, and oranges should find a very ready market here if properly handled. California dates could pay transportation and duty and still undersell, at a good profit, African fruit.

Canned fruits and meats of nearly every kind, and evaporated fruits, such as apples, pears, peaches, apricots, plums, and cherries, find a market in France. Dried apple cores and peelings can be sold for vinegar.

HORSES.

The popularity of United States horses is increasing. Attempts have been made to import horses from South America, Iceland, and Russia, but without success, while horses from the United States have found a fair market and given satisfaction. The animal that will sell best is much the same as that used in America for carriage and riding. They should not be too heavy, of good medium height, and not over 8 years old. There is also a large demand for cavalry horses, which are worth from

* In accordance with the reciprocity treaty between the United States and France, concluded May 30, 1898, the minimum tariff of France will apply to lemons, oranges, cedrats, grapes, apples, pears, prunes; also to canned meats, logs, paving blocks, staves, hops, pork, and lard of United States origin.

\$200 to \$300. It is much easier to dispose of fine horses here than inferior ones. All imperfect animals should be excluded, for the French are excellent judges of horse-flesh. There is not the same danger of electricity replacing horses as there is in the United States.

IRON AND STEEL.

Iron and steel pig are comparatively dear in France. Much of the iron ore comes from Spain. Bessemer steel and iron can be exported from the United States at a lower figure, and there is an opportunity now to gain control of the market. Although France does not manufacture extensively, the amount of raw material consumed is important. The kinds that would probably sell the best are gray forging iron and Bessemer pig. Iron wheels for railway trucks are already in great demand. Certain American makes have an excellent reputation. Car trucks for street railways can be imported from America cheaper than they can be made here. Iron tubing, water and gas pipes should also be imported from America.

Acting Consul Pressly writes from Marseilles:

The importation at this port of American cotton-seed oil has greatly increased during the past two years. The receipts were, in 1895, 59,528 barrels; in 1896, 112,627 barrels. The oil manufacturers here have made strenuous protests to the Government at Paris against the low duties on American cotton oil, and have demanded an increase from 6 francs per 100 kilograms (about $3\frac{1}{2}$ cents per gallon) to 15 francs per 100 kilograms. Nothing has resulted thus far from the agitation, and our cotton oil is enjoying a splendid trade. It seems that the duty in France on cotton oil is less than in any other continental country. It is about $7\frac{1}{2}$ cents per gallon in Austria and Germany, $9\frac{1}{2}$ cents in Italy, about $12\frac{1}{2}$ cents in Spain, and about 29 cents in Russia, against 34 cents a gallon in France.

The price of bread is one of the political and domestic questions which commands the attention of the world. Nearly every continental nation is extending its hands toward America for food. The wheat crop in France this year will be short, and she must look, and is looking, elsewhere for her supply. The price of bread is fixed every fifteen days by the municipal or commune authorities. During the past two months the price in Marseilles has been increased from $7\frac{1}{2}$ cents to $8\frac{1}{2}$ cents per kilogram (2.2046 pounds) for the common quality. In France, the people in the towns buy all their bread from the baker, and farmers purchase in the cities and carry it miles into the country. Hence, it is "the price of bread," rather than the price of flour or wheat, which directly concerns the public mind; and the words, "Prix du pain" have been familiar and striking headlines in all the important newspapers for weeks past. Large meetings have been held, and noisy popular demonstrations made throughout the country, demanding the suppression of the duty on wheat—\$1.35 per 100 kilograms (62½ pounds). Under the law of France, the minister of commerce has authority to remove temporarily the customs tax on wheat. Thus far, he has not exercised his prerogative,* and the agitation goes on. This year's harvest has been a golden one for the American farmer. Steamers are leaving here weekly in ballast to return laden with American wheat.

I doubt if there are one hundred rocking chairs in France outside of Paris. I have not encountered one so far in Marseilles, and their use and comfort are quite unknown here. There seems to be a public prejudice against this article of furniture. I believe, however, that this prejudice might be overcome, and some of our furniture manufacturers might do well by introducing the rocking chair to the French public.

The French Government realized the handsome sum, in 1896, of \$551,000 from the tax on bicycles. The tax is \$1.92 per wheel, annually. There were 203,000 bicycles in France in 1894, 256,000 in 1895, and 329,000 in 1896. Last year, there were only 98 in the entire island of Corsica. The American bicycle made its appearance in Marseilles about four years ago and is growing in popularity, but needs more advertising. The bicycle dealers say that the American wheels best known here are too expensive for the general trade; that what is needed is a nice machine which looks well and runs well, without being as durable as the best makes. I think that some American house would do well to establish a general agency here. As matters stand now, the dealers here must buy from the general agent in Paris, and hence keep a very limited stock on hand. Marseilles would be a convenient point from which to extend the trade into Corsica. The rates of freight should be quite as favorable as those enjoyed by Paris. The roads in southern France are most excellent—the cyclists' dream.

An American commercial traveler in France is liable to the "foreigner's registry

*The duty on wheat and bread has been temporarily removed by the French Government (from May 4 to June 30, inclusive). See advance sheets of Consular Reports No. 122, May 23; No. 127, May 28.

tax" of 50 cents a year. If he takes an office, however, he is required to pay the usual business or license tax, which amounts to about 10 per cent of the rent he pays and the value of his furniture, etc. American commercial men acquainted with the language and people make the best salesmen in France for American goods, and are very successful when patient, polite, and persistent. The French people are very slow to adopt any novelty, especially a foreign one, and patience is absolutely essential. I know one American who went to Vichy as the representative of the National Cash Register Company and made such a favorable impression on the proprietor of a large bazar in describing the wonderful accuracy and convenience of the cash register, that the Frenchman not only bought a machine, but offered our fellow-countryman a salary of 10,000 francs to help him run his shop. This American spoke French fluently, understood the people, and was familiar with and knew how to describe the article he was selling. American merchants must display the same enterprise and practise the same business principles abroad as at home. In other words, they must place in the foreign market, in direct personal contact with the dealer, an American salesman acquainted with the foreign language and people, and familiar with the article he has to sell. If the salesman has a stock of goods and an important business, it is advisable for him to incorporate his business under the French laws. I know an American commercial man at Bordeaux who had incorporated the Oxley Stave Company at a cost of \$68. He paid about \$965 rent for an office and stave yard. His annual taxes were about \$193, doing a business of about \$100,000 a year and carrying a stock of \$200,000. I think there is a good market in southern France for American pitch pine, cooking stoves, office desks, and chairs. Oak staves are being largely imported. Five years ago, France received from the United States only 500,000 staves. In 1896, the importation amounted to 5,000,000.

Consul Thackara, of Havre, says:

The steadily increasing number of letters, price lists, and circulars of American manufacturers received at this consulate indicates the growing disposition on the part of business houses in the United States to find a market for their products abroad. Strange as it may seem, very little activity has been displayed in this direction until within the last few years, and even now, the American manufacturer has much to learn in regard to the method of best introducing his products in the countries of the Old World. In most every branch of industry, from the simplest article of household utility to the most intricate piece of machinery, American products are equal, if not superior, to any on the globe. That they can successfully compete with those of other nations is a fact beyond a doubt, and the indefatigable efforts of American ingenuity to achieve perfection in every line should be followed up by no less strenuous endeavors to market the product of our mills and factories. Unfortunately, however, a great many of our American manufacturers are under the impression that a quick and ready sale can be found for the articles which they offer without properly pushing them. They depend, in a great measure, upon United States consuls to distribute their catalogues in the cities where these officials are located, and then trust to the dealers on this side to send on their orders by mail. That consular officers are always ready to serve Americans will not, I am certain, be disputed. But the fact that it takes a man many years to become conversant with a single trade proves how badly fitted a consul must be to properly describe and introduce the hundred and one things he is called upon to find customers for. It matters little how enthusiastic he may be in endeavoring to push a certain object or article of merchandise, for he can not explain or demonstrate either its superiority or the advantages of its use, as well as can an expert salesman thoroughly acquainted with the line of goods. This fact is recognized by most of the great commercial nations of Europe, who know that their products must be pushed in this way if they wish to keep abreast of modern enterprise and competition. If our American manufacturers would send to France well equipped, intelligent commercial travelers speaking the French language, and provided with samples of the goods they wish to sell, it is certain that great quantities of American products could be marketed in this country. These travelers, or salesmen, must not come to Europe with the idea of spending the least amount of money in order to make a good showing at the home office by keeping their expense account low. Good footholds are frequently obtained at a high price, which in the end fully repay the original outlay. It is also highly important that American manufacturers have their catalogues printed in French, with the prices as laid down in France, and measurements, weights, etc., in the metric system. German, English, and other European business houses adopt this system, and find that a great obstacle to their foreign trade is removed thereby. Our American manufacturers display not only a great deal of taste in printing elaborately illustrated catalogues, but also go to a great deal of expense in circulating them. Many of these find their way to this consulate, and are afterwards given to the trade. But while they interest the dealer from an artistic point of view, they have little or no

practical effect, for the reason that they can neither be read nor understood. The time for introducing American goods into France was never more favorable than at present, and our manufacturers can not afford to lose the opportunity offered them through apathy, indifference, or economy in expenditures. Through the medium of personal letters as well as the Consular Reports, the proper line of action has again and again been indicated to American manufacturers; but as yet, the seed does not appear to have fallen on fruitful ground.

GERMANY.

Consul-General Mason, of Frankfort, gives the following table of imports and exports in 1895 and 1896:

Articles.	Imports		Exports.	
	1895.	1896.	1895.	1896.
Waste of all kinds.....	\$12,431,930	\$9,602,800	\$2,521,848	\$2,928,590
Cotton and cotton goods.....	99,995,562	71,997,142	54,054,560	55,440,672
Lead, and manufactures of.....	1,770,720	1,543,906	2,571,590	2,770,558
Brushes and sieves.....	713,524	688,296	4,918,746	4,489,870
Drugs, medicines, and dyes.....	58,026,780	55,433,284	75,782,532	71,116,542
Iron, and manufactures of.....	11,182,806	7,322,070	76,822,830	71,821,766
Ores, earthen, and precious metals.....	82,891,872	55,535,158	67,254,092	36,386,154
Flax and other fibers, except cotton.....	22,340,822	24,729,866	7,373,240	7,970,808
Grain and agricultural products.....	173,330,878	142,478,224	17,427,550	19,447,218
Glass and glassware.....	2,547,790	2,298,842	10,324,678	11,175,528
Hair, feathers, and bristles.....	11,179,336	10,686,914	6,991,726	6,422,430
Hides and skins.....	40,529,020	44,357,964	18,006,842	19,474,350
Wood, and manufactures of.....	57,958,236	50,684,004	22,789,690	23,348,038
Hops.....	2,352,392	1,573,656	5,918,108	6,495,258
Instruments, machines, and vehicles.....	8,683,668	8,768,634	37,007,536	37,828,196
Calendars.....	78,064	87,584	125,664	94,248
Caoutchouc, and manufactures of.....	10,210,914	8,505,168	7,249,480	6,528,816
Clothing of all kinds.....	2,522,906	2,355,962	28,577,850	24,053,708
Copper, and manufactures of.....	16,545,046	13,217,806	20,121,948	17,364,480
Hardware.....	9,257,486	8,595,846	27,845,286	17,498,000
Leather, and manufactures of.....	13,689,284	13,044,304	36,013,208	39,462,066
Linen yarns, and manufactures of.....	6,379,828	6,039,964	5,716,046	5,984,272
Literature and art.....	8,489,460	7,947,296	26,924,702	26,512,648
Groceries and confectionery.....	149,826,636	142,230,466	81,481,442	75,713,368
Oils and fat, not otherwise specified.....	34,320,790	32,491,284	6,459,320	6,281,772
Paper and manufactures of.....	3,004,988	2,559,952	24,078,936	24,836,252
Furs.....	495,040	490,518	788,494	809,200
Petroleum.....	19,268,242	18,164,398	315,350	273,938
Silk, and manufactures of.....	36,218,840	39,606,056	36,919,274	39,481,820
Soaps and perfumeries.....	430,300	625,464	3,903,100	2,554,692
Playing cards.....	1,666	1,904	75,508	92,820
Stone and earthen ware.....	7,595,770	7,557,928	6,087,326	5,202,680
Coal, coke, and peat.....	27,881,700	26,356,596	37,460,010	34,693,022
Straw and hemp goods.....	1,953,980	1,755,250	1,035,062	962,473
Tar, pitch, resin, and asphaltum.....	8,977,360	7,938,014	2,320,500	1,978,256
Animals and animal products.....	31,720,640	30,403,310	2,352,868	2,187,458
Manufactures of clay.....	1,461,558	1,315,426	10,266,368	9,197,748
Cattle.....	34,733,244	44,409,134	5,539,688	6,190,142
Oilcloth.....	231,574	293,930	311,780	271,320
Wool and woolen goods.....	96,379,052	102,218,620	77,541,352	80,037,784
Zinc, and manufactures of.....	1,305,906	1,259,972	2,643,664	5,969,044
Tin and tinware.....	4,412,044	3,314,626	1,254,374	1,171,674
Sundries, not otherwise classified.....	.....	.....	1,745,730	3,278,463
Total.....	1,088,480,624	1,010,574,418	864,327,702	814,930,098
Increase, 1896.....	77,906,206	.....	49,397,614	.....

The commerce for the last four years was:

Year.	Imports.	Exports.	Total.
1893.....	\$983,908,060	\$772,205,756	\$1,756,114,416
1894.....	1,019,956,854	726,252,240	1,746,209,194
1895.....	1,310,574,418	814,977,450	1,825,551,868
1896.....	1,088,480,624	874,287,702	1,962,768,326

The part taken by different countries in the trade of Germany for the past three years is given by Consul-General Goldschmidt, of Berlin:

IMPORTS.

Countries.	1896.	1895.	1894.	Countries.	1896.	1895.	1894.
	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>		<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>
Great Britain.....	14.2	13.6	14.2	Italy.....	3.0	3.4	3.3
Russia.....	13.0	13.4	12.7	Switzerland.....	3.2	3.4	3.2
Austria-Hungary.....	12.7	12.4	13.6	Argentine Republic.....	2.4	2.8	2.4
United States.....	12.8	12.1	12.4	Brazil.....	2.2	2.7	2.1
France.....	5.1	5.4	5.0	British Australia.....	2.2	2.7	2.3
Belgium.....	3.9	4.2	4.0	Other countries not over			
Netherlands.....	3.6	3.9	4.7	2 per cent.....	17.0	16.2	16.3
British East India.....	3.8	3.8	3.8				

EXPORTS.

	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>		<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>
Great Britain.....	19.0	19.8	20.8	Belgium.....	4.5	4.6	4.9
Austria-Hungary.....	12.7	12.7	13.2	Denmark.....	2.6	2.9	2.7
United States.....	10.2	10.8	8.9	Italy.....	2.3	2.4	2.7
Netherlands.....	7.0	7.2	8.0	Sweden.....	2.1	2.2	2.4
Russia.....	9.7	6.4	6.4	Brazil.....		2.2	1.9
Switzerland.....	6.5	6.4	6.2	Other countries not over			
France.....	5.4	5.9	6.2	2 per cent.....	18.0	16.5	15.7

COMMERCE IN 1897.

Consul Monaghan, of Chemnitz, in a report dated February 3, 1898, says that the imports of Germany of 1897 amounted to \$1,150,228,000, and the exports to \$904,335,000. He adds:

There was an increase in imports, due to a growing demand for raw cotton, of which every pound consumed here comes from foreign parts. There was an increase, also, in cotton goods, skins, hides, drugs, iron ores, woods, instruments of various kinds, machines (many of which came from the United States), copper, leather (in making of certain kinds of which United States tanners excel), leather materials, oils, petroleum, silk, coal, animals and animal products, cattle, fertilizers, rags, etc. The value of earthen (clays), precious metals (gold and silver), flax, wool, and woollen goods imported decreased.

There was an increase in the export value of cotton goods, drugs, chemicals, grain, hides, skins, woods, instruments, machines, leather, leather goods, groceries (due to the large amounts of sugar sent over to anticipate the new tariff), and coal. There was a falling off in the amount of iron and ironware, earthen (clays), minerals and mineral earthen, silk and silk goods, clothes, underwear, wool, and woollen goods exported. The imports and exports of flour and grain were indicated as follows: There were stored in bonded warehouses at the end of the year 136,171 tons of wheat, of which 9,636 were native, and 40,744 tons of rye, of which 5,421 were native.

PRODUCTION AND CONSUMPTION.

Consul-General Goldschmidt says the year 1896 and the first half of 1897 have proved a period of stability and prosperity for the German Empire. He gives a table of production of certain articles which may be safely considered indicators of the industrial prosperity of a country, all of which (with the exception of gold, which is little mined in Germany) show an increase over 1895.

Articles.	Production in 1896.	Increase over 1895.
		<i>Per cent.</i>
Coal.....	112,437,741 tons of 2,204.6 lbs.	8.1
Iron ore.....	14,162,815 do.	14.7
Pig iron.....	6,295,272 do.	16.2
Castings, wrought and cast steel.....	7,259,727 do.	19.8
Salt from salines.....	547,486 do.	4.2
Sulphuric acid.....	590,888 do.	9.8
Silver.....	944,514 pounds.	9.3
Gold.....	5,483 do.	129.9

¹ Decrease.

Mr. Goldschmidt continues:

The following tables of seven articles, in the export of which America is interested, show that the bulk of raw cotton, petroleum, and maize comes from America; also that the quantity of the last-named article is largely on the increase, owing to its cheapness compared with other cereals, much of it, in one shape or another, finding its way into the baker's shops.

Table of seven leading articles of import into Germany during 1896.

[In tons of 2,204.6 pounds.]

Articles.	Tons.	Value.	Where from.
Wheat.....	1,652,705	\$47,100,200	16 per cent United States, balance Russia and Roumania.
Rye	1,030,670	20,349,000	Mostly Russia and Roumania.
Oats	496,064	10,733,000	Mostly Russia.
Maize.....	821,351	13,875,400	68 per cent United States of America.
Barley	1,028,135	25,918,200	Mostly Russia, Austria, and Roumania.
Petroleum	835,612	14,282,400	Almost all United States.
Raw cotton	281,489	54,002,200	70 per cent United States, balance mostly India.

Table of imports of the same articles during the first seven months of 1897.

[In tons of 2,204.6 pounds.]

Articles.	January to July, inclusive.		From United States, 1897.
	1897.	1896.	
Wheat	687,078	950,252	96,009
Rye	479,477	522,129	80,138
Oats	303,164	184,771	28,188
Maize	785,040	448,694	607,788
Barley	527,922	417,179	81,391
Petroleum	487,845	450,200	417,051
Raw cotton	188,400	168,926	132,252

SUGAR-BEET INDUSTRY.

The crop of sugar beets in Germany in 1896, says Mr. Goldschmidt, amounted to 12,616,282 tons, and the manufacture of sugar during the fiscal year 1896-97 to 1,821,020 tons. Sugar is the principal manufacture of Germany, as far as exports are concerned; it represents 6.3 per cent of the whole exports. Woollen goods take second place with 5.8 per cent, and cotton goods third with 4.4 per cent. The export of raw sugar to the United States during the first half of 1897 was phenomenal, exceeding the total export of that article to the United States in 1896.

The export of sugar from Germany to the United States during the years 1896 and 1897 was:

Consulates.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.	
					1897.	1896.
Berlin	\$17,462.80				\$17,462.80	
Bremen	3,982.93	\$192,454.14			196,437.07	\$297,141.42
Breslau		287,802.25			287,802.25	23,357.08
Brunswick	859,807.00	2,107,080.00	\$22,338.00		3,040,225.00	3,440,665.45
Hamburg	1,975,829.46	3,455,389.94	27,317.22	\$27,709.06	5,480,045.68	7,309,686.86
Magdeburg	2,282,494.98	4,000,718.90	17,859.06	1,596.96	6,302,669.90	4,913,314.06
Stettin	2,149,193.23	2,913,891.61	10,520.36	8,143.21	5,081,748.41	3,071,204.38
Total	7,288,570.40	13,017,436.84	78,034.64	37,449.23	20,421,491.11	19,685,369.10
Increase					756,122.01	

EFFECT OF UNITED STATES TARIFF.

Mr. Goldschmidt thinks that, apart from a few industries, the recent tariff changes in the United States will not seriously affect Germany. Industries will be quickly readjusted, new outlets sought, manufactures increased or diminished in certain branches. The prevalent idea among manufacturers, he says, is to meet the changes in the tariff by self-protective readjustment rather than in any retaliatory spirit. This feeling has doubtless, he adds, been aided by the unfortunate crop conditions in Germany and the Eastern countries, as well as the very light imports of meat from Russia, all of which make Germany for the next twelve months more dependent on America than in ordinary years, apart from her other necessary supplies from that country, such as cotton and petroleum. Manufacturers think that hardware and cutlery, low-grade silk and woolen goods, cloths, prints, and leather gloves are among the articles the export of which will be affected by the tariff.

Under date of January 29, 1898, the consul-general transmits figures showing that the exports from Germany to the United States during the fiscal year 1896-97 were \$111,862,552, showing a net increase of \$21,219,779 over the fiscal year of 1895-96, and that the exports during the calendar year 1897 amounted to \$97,347,198, an increase of nearly \$5,000,000 over the calendar year 1896. He adds that the Germans are much astonished to see that the new tariff law has not altogether annihilated them.

The declared exports from Berlin during the calendar year 1897, transmitted by Mr. Goldschmidt, were:

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.	
					1897.	1896.
Albums.....	\$6,760.00	\$70,638.90	\$46,955.25	\$16,432.35	\$140,786.50	\$155,776.70
Artificial flowers.....	14,541.40	5,274.00	9,288.00	23,481.15	52,584.55	27,395.77
Astrakans.....	21,607.05	35,647.10	5,007.60	177.55	62,439.30	73,789.60
Basket, cane ware.....						939.09
Books and printed matter ..	10,661.70	11,267.15	9,903.25	9,349.10	41,281.20	46,194.82
Castings (plaster casts) ..				16,680.00	16,680.00	
Chemicals, drugs.....	131,047.90	137,991.35	87,990.25	109,537.10	466,536.60	353,576.75
China and earthenware.....	8,303.50	18,051.90	18,029.75	13,071.85	57,457.00	35,434.71
Chronos and photographs.....	55,404.50	82,126.15	87,691.90	107,948.50	333,171.05	227,180.37
Colors.....	118,458.55	90,682.60	74,189.55	106,330.20	389,660.90	280,562.62
Dress goods, velvets, plush, woolen and cotton cloth ..	56,929.60	76,876.00	31,795.10	46,643.80	212,244.50	216,536.76
Fancy feathers.....	27,121.60	48,871.00	75,744.50	4,476.25	156,213.35	93,648.07
Glassware.....	2,631.10	5,632.80	3,377.10	3,683.60	15,324.60	40,280.49
Gloves.....	77,206.80	183,370.00	117,862.60	95,998.25	424,432.65	265,079.60
Glove leather.....	67,198.60	76,283.80	70,965.15	66,313.60	280,781.15	160,730.19
Glucose, dextrine, and potato flour.....	16,975.35	8,725.30	7,804.20	31,001.20	64,506.05	45,749.95
Hides, furs, and skins.....	29,195.80	63,225.00	51,319.65	69,168.00	212,908.45	94,198.30
Horsehair clothes.....						8,013.35
Human hair, wigs.....	4,224.10	5,370.50	4,225.25	270.70	14,090.55	14,481.97
Instruments:						
Optical and scientific ..	25,804.10	35,167.60	34,295.30	24,604.40	119,871.40	102,214.53
Musical.....	3,717.50	8,257.80	3,570.60	3,999.85	19,545.75	29,605.07
Lanoline.....	17,977.55	4,342.10	3,113.00	7,067.00	32,499.65	21,572.07
Leather goods.....	2,316.90	4,878.05	3,517.25	3,507.55	14,219.75	15,272.73
Leather glue.....	8,081.75	6,927.20	6,927.25	6,927.20	28,863.40	27,324.06
Linen goods.....	32,001.60	32,769.35	21,342.00	18,396.35	104,509.30	123,332.05
Metal ware, machinery.....	23,578.60	29,953.00	46,241.00	18,994.45	118,767.05	110,636.35
Paintings.....	2,155.30	3,463.55	6,851.80	7,996.00	20,466.65	41,945.55
Paper ware.....	26,363.40	31,386.20	31,413.35	23,621.70	112,783.65	227,769.63
Rags.....	98,213.80	113,233.25	15,905.75	28,872.60	246,225.40	129,391.83
Ready-made clothing.....	104,964.00	16,571.70	196,327.80	5,555.45	325,418.95	460,950.94
Shawls.....	16,670.30	19,892.10	2,339.70	2,997.55	41,899.65	81,273.95
Sheep guts, romnets.....	49,964.60	39,209.10	26,244.50	53,168.85	168,587.05	204,294.06
Trimnings and embroidered						
ies.....	36,138.80	88,043.85	36,922.75	27,430.95	188,536.35	146,775.76
Toys.....	4,597.80	27,897.65	15,716.40	9,188.70	57,400.55	44,082.60
Wine, liquor, fruit juice.....	5,417.95	10,115.95	3,008.60	2,233.40	20,835.90	10,518.02

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.	
					1897.	1896.
Yarn, mohairs	\$18,880.20	\$34,545.90	\$2,176.50	\$6,512.50	\$62,115.10	\$83,956.93
Zinc goods	3,652.70	2,940.30	2,155.80	1,462.00	11,210.80	11,036.30
Sundries	27,559.00	33,432.65	28,532.75	20,505.70	110,030.10	212,708.10
Lighting objects	15,575.70	10,380.90	14,027.00	9,715.05	49,698.65	8,222.65
Pitch	1,297.25	1,710.25	2,063.25	636.15	5,726.90	7,645.81
Plants				1,046.65	1,046.65	6,522.70
Umbrella sticks and handles	3,229.00	2,498.20	1,128.05	9,696.65	16,651.90	14,958.65
Wool waste, skin wool	54,534.50	8,900.80	20,563.70	20,328.90	105,327.40	14,530.95
Buttons	1,009.10				1,009.10	18,227.29
Sugar, raw beet root	17,462.80				17,462.80	
Total	1,249,531.75	1,438,649.50	1,228,603.20	1,030,003.80	4,946,788.25	4,299,337.68
Corresponding quarter 1896	1,172,255.28	913,412.10	1,360,596.95	853,073.35	4,299,337.68	
Increase	77,276.47	525,237.40		176,930.45	647,450.57	
Decrease			131,963.75			

! Consul Peters, of Plauen, says:

The three great items exported to the United States from this district are cotton laces and embroideries, dress goods, and musical instruments and strings. Had not the export of cotton laces and embroideries reached a sum more than double that of last year, there would have been a large decrease in the total exports from this district. The manufacturers of laces and embroideries are strong in the belief that it is impossible for the United States to compete with them, no matter what the tariff may be. They claim that not only have they the advantage of low wages, but that they have a class of labor that does not exist in the United States and which can not be obtained without many years of technical education. It is possible that we have not the class of labor for hand work which is done by the women of this country in the winter, when they have no work in the fields and are only too glad to obtain any employment that will bring a few cents to help out the daily expenses. It is also true that the dext needlework of these ill-paid women is an art which has been cultivated and has descended from mother to daughter from generations back, and that a large number of these lace workers and embroiderers is to be found in all the villages surrounding Plauen; but I see no reason why we should not make as good machine lace in the United States as is turned out here on the lace machines; it is but a question of application and aptitude on the part of our workmen, who have shown themselves more intelligent and quicker to grasp new ideas and requirements than those of Europe.

In the export of dress goods, we have had a marked decrease in the last year. The fiscal year of 1896 showed an export in dress goods amounting to \$1,136,124.38, and this year a shipment of \$790,722.41, making a decrease in the fiscal year of 1897 amounting to \$345,401.97. This decrease was, I believe, not altogether unexpected by the manufacturers, for some of the more prominent expressed the belief some years ago that it would be impossible to continue to hold the American trade in the low qualities of goods. This would seem to be a fact, as well as an indication that our manufacturers are year by year advancing and improving in the manufacture of dress goods, and can in certain grades offer favorable competition with those of Europe. The point which we had to overcome, and which is, I trust, overcome, was in the finishing of the articles, a process which requires much skill and long experience as well as climatic conditions, in which, I am told, Germany has certain advantages which we might overcome by artificial means.

Musical instruments and strings show a considerable reduction in amount exported to the United States. The returns for the fiscal year of 1896 show an export of \$652,625.41, while in 1897 there were exported to the United States in musical instruments and strings \$596,877.06, a decrease of \$55,746.35. In the manufacture of strings, it will, I believe, be impossible for us to compete with the manufacturers of Germany or Europe, owing to climatic conditions, sudden changes of temperature being unfavorable. I understand that we have made the experiment and failed. From my examination of the invoices from Marknenkirchen, I find that the bulk of the export consists of cheap instruments. This would indicate that our manufacturers at home are quite able to supply the requirements of the people of the United States for the better article.

Commercial Agent Stern, of Bamberg, says:

The export of hops to the United States has materially decreased, during the last five years, since the cultivation of hops in the United States has largely developed,

and only complete failure of American crops can enable it again to rise to its former height. I believe that the export of German hops to America will go down to one-half its former quantity, and that the American product will gradually gain a firm footing on the European market, as is the case in England already. Beer brewed at Bamberg and Kulmbach for trans-Atlantic exportation will meet with the same fate as hops. The figures showing the exports of this article are getting smaller from year to year, and this is not to be wondered at when one comes to consider the good article brewed in the United States, and the exorbitant price charged to the American consumer for a glass of imported beer.

Another line the export of which has materially decreased during the last year is steel balls for cycles. These are manufactured in large quantities in this district. The export of steel balls to the United States has not only almost ceased, but machines for the manufacture of this article have been imported from the United States.

OPENING FOR UNITED STATES PRODUCTS.

Consul-General Mason says:

The past year and the first six months of 1897 have witnessed a notable increase in the export of certain kinds of American manufactured articles to Germany. Particularly is this true of tanning and shoemaking machinery, bicycles, and bicycle parts and sundries, in all of which lines the superiority of the best American makes is clear and undisputed. In respect to tanning, it may be said that Germany has now adopted American machinery and methods so far as they can be applied to the conditions existing here, and the sale of improved tanning and leather-dressing machines from Boston, Chicopee Falls, and other places in our country has reached within the past six months proportions never before attained. There has been during recent years an enormous export of hides and skins from Germany to the United States, a large part of which returned to this country in the form of finished leather. This showed, of course, the superiority of the American tanning system, especially by the chrome process, and the German tanners have been quick to learn the lesson and welcome the introduction of the machinery by which such results are accomplished. They also go to our country and make a round of visits among the tanneries, bringing back in many cases an experienced foreman to teach their employees the improved methods. While there will continue to be a demand for certain grades and qualities of American tanned leather, the prospect is that with the enlarged and improved facilities that are now being so rapidly introduced, Germany will become more and more independent of all foreign supplies.

The importation of American bicycles has continued on a scale far beyond that of any previous year, and the product of several leading makers is now retailed in all the more important cities. Their price is from 20 to 30 per cent greater than is asked for home-made wheels, and they are used generally by the more wealthy, luxurious classes, who appreciate and can afford to pay for the best of everything that can be obtained. This has naturally roused the German bicycle manufacturers to an attitude of militant hostility against all imported bicycles, especially those of American origin, which are recognized as the most dangerous to their own trade. Their resentment has taken the form of fervid appeals to the Government to impose greatly increased duties on all imported bicycles, with a differential and much higher rate against those of American manufacture. Several of the cycle-trade journals, organs of the manufacturing interest, refuse to accept advertisements of American bicycles or fixtures, and their editorial columns are eloquent with patriotic appeals to their countrymen to ride only German-made wheels.

Meanwhile the German cycle manufacturers, of whom there are about fifty established firms, employing in all over 25,000 workmen, have gone on studying and copying many of the superior features of high-grade American bicycles, and have thus rapidly improved their standard of excellence, though it is conceded that the peculiar grace of model, easy running qualities, and rigidity of structure, combined with extreme lightness, that characterize the best grade of American wheels has not yet been attained in this country. Wooden wheel rims and handle bars, single-tube tires, and American lamps, cyclometers, and other materials and fixtures are now more extensively used in this country than ever before, as the German-made bicycle approaches more nearly to the best American type. There will continue to be here, at least for some years to come, a market for the highest grade of American-made bicycles, but their quality must be kept up to the highest attainable standard, and their price gradually reduced to meet upon equal terms the best product of the native manufacturers.

American consulates in this country receive constant inquiries from manufacturers, merchants, and exporters' associations asking what chance there may be here for the introduction of every conceivable product, from shoe laces to printing paper and fertilizers. Some of these inquiries are obviously made at random, as the articles to which they refer are more abundant and cheap here than anywhere else

in the world, and are exported, through more or less advanced import duties, to the United States.

It should be clearly understood that Germany offers no open, ready market for the manufactured goods of any country. Her imports are principally food products and the raw materials which are consumed by her own rapidly growing industries. When Germany imports a manufactured product, it is because that product is better in quality or cheaper in price, one or both, than can be produced at home. There is now a practicable market in southern Germany for the following articles of American origin, provided always that they are offered here by competent salesmen who can explain what they have in hand and sell it upon the long-established terms and conditions which have been so often explained in Consular Reports, and which involve the essential principle that the goods shall be paid for when they have been received and seen by the purchaser.

The articles enumerated by the consul-general are leather, particularly the chrome-tanned glazed kind, American russia, and also furniture leathers, used for upholstery; shoes, which are already sold in the leading German cities, although the prices demanded are inordinately high as compared with the values of similar shoes in America; lumber and timber, roofing slates, and tools. Complaints, says Mr. Mason, have been heard of bad faith on the part of certain exporters, who have sent squared logs of oak and walnut which on being sawed proved almost worthless, and even sawed oak flooring so worm-eaten and filled with knots as to be unmarketable. As to roofing slates, the consul-general says it is the opinion of good judges that if the slate makers of the United States would organize so as to classify and control their surplus product for export, they could, in a few years, not only hold the German market against England, but invade Great Britain itself. He mentions a regrettable instance of a fraudulent shipment in this line to a local dealer, which ruined a promising trade. As to tools, the writer says:

There ought to be in Germany a far more extensive market than has yet been developed for American mechanics' tools, but this branch of trade presents some peculiar difficulties. The carpenters and joiners' tools used in this country, notably saws, hammers, planes, and mortising and boring implements, are rude and poor compared with those made and used in the United States; but they have two important merits: they are very cheap and they are what the German mechanic has been accustomed to use since his boyhood. Hardware dealers will generally admit the superiority of American tools, locks, and other hardware, but say that, by reason of their higher price, their sale is and must long remain limited in this country. There are indications, however, that the conservatism of German mechanics in this respect is slowly yielding to more progressive ideas, and with the increased use of improved machinery and machine tools, the demand for mechanics' tools of improved forms and quality has been noticeably stimulated.

Mr. Mason concludes:

But—and here is the marrow of the whole matter—whatever the article to be sold, it is useless for American exporters to expect, as so many of them obviously do, that German retailers and jobbers will order direct supplies of American manufactured goods from catalogues and circulars printed in English, in dollar prices and pounds avoirdupois, pay for them free on board at the factory or New York, and take all the chances and risks of importation in small quantities on their own account. Generally speaking, American goods, to be introduced in Germany, must be offered here as German and English goods are offered in the United States and other importing countries, either by established agents or by salesmen who can show and explain samples and make prices and conditions in currency, weights, and measures that the purchaser can readily understand. If it be a machine, it should be sold by a man who can not only explain its working, but can set it up and put it into operation; if it be a tool or implement, it should be presented by a salesman who can show how it is to be used.

And in all cases, whatever the article offered or price demanded, absolute good faith is requisite; fair, honest dealing—the honesty that scorns to send abroad anything inferior in quality to the sample from which it was sold. For the lack of this sort of integrity, no mere cheapness in price will atone. Whatever market there may be in Germany for American manufactured merchandise can be conquered only by the best that our country can produce and retained by a strict fulfillment of every contract and obligation.

Consul-General Goldschmidt mentions the probable opening for the import of horses from the United States, and gives detailed advice as to the sort desired.

Consul Deuster, of Crefeld, says:

My attention has been called to one or two instances in which certain parties have met with obstacles on importing goods from the United States, and I shall quote them here as being of an interesting nature.

The first case is that of a gentleman of Crefeld who, upon receiving an invoice of American-made gas stoves from a large United States firm, was informed at the custom-house of this city that the stoves contained fancy or ornamental castings, which would necessitate payment of duty at the rate of 26 marks (\$6.18) per hundred kilograms (220.46 pounds). Had the stoves contained only common castings, the duty would have been only 10 marks (\$2.35) per hundred kilograms. The gentleman protested, insisting that the castings in question were not designed for ornamental purposes, and to support his claim, produced the written statements of German experts to that effect. He paid, however, the duty of 26 marks. Later, he informed me of the matter, and further stated that such stoves as those in question were unknown in the lower Rhine provinces, and that the persons to whom he had managed to dispose of the stoves, at a necessarily high figure, were delighted with their purchase and were unstinted in their praise of the same, some going to the length of saying they would not now be without them for twice the cost. The gentleman claims that he could do an extensive business in this line of goods were it not for the injustice done him by the appraisers, which may doubtless be attributed to a too strict application of the tariff laws of Germany on goods of American importation. I shall take steps to lay the matter before the proper authorities at Cologne.

The second instance, though of a different nature and far more serious, is that of a firm of meat dealers which had received a consignment of 35 cases (3,500 pounds) of sausage from a Chicago house, and upon examination of 10 cases (containing 1,000 pounds, upon which duty had been paid) by official inspectors, the sausage was condemned. This unfortunate occurrence may preclude the possibility of future sales of American sausage in this and neighboring districts. It seems to indicate defective inspection in the United States.

I am convinced that this district would become a good market for American-made goods, such as wagons, carriages, shoes, and agricultural implements, if the proper methods for introducing these articles were adopted by intending exporters of the United States. These exporters have, without exception, been in the habit of forwarding a few circulars descriptive of their wares and generally printed in the English language, for distribution. The poor results attending this system, in at least this district, show the inefficiency of these methods of business. Let the manufacturer appoint an agent, one who is familiar with the German language and business methods, who can be on the ground devoting his entire time to the work, carrying a full line of samples, and the result, I feel justified in saying, will be most favorable.

As to the superiority of many goods of American manufacture over those of Germany, there is no question. For example, the German truck wagon—a more impractical, heavy, and cumbersome vehicle it would be difficult to conceive, consisting, as it does, of two large wheels from 5 to 6 feet in diameter, connected with unwieldy, heavy thills and so constructed that the weight of the wagon box and load falls almost entirely upon the body of the horse. Recently, I made the acquaintance of an agent representing an American wagon and carriage manufacturing company who had adopted the unique method of traveling through Germany with an American horse and buggy, advertising his firm in this manner. Needless to say, he does a large business. I may also add that with one or two exceptions, in which perhaps a factory has its own plant, the utilization of electricity for illuminating purposes in the streets, public houses, etc., is almost unknown in this district.

In this district—one of the largest centers for the manufacture of silk goods in Europe—it would seem impossible for our American manufacturers to compete in this class of goods, owing to the low figures at which they are produced, cheap labor, etc. Even with the German manufacturers' advantage in this respect, it is surprising how closely we are pressing them, and it is a question of but a short time when we shall successfully compete with them, selling our goods on their own ground. To illustrate: Within the last three weeks, an agent, representing one of the largest Eastern silk manufacturers of the United States, has shown here a full collection of samples of American manufactured silk. According to his statements, which I am in a position to state are entirely reliable, he found that there exists a difference of only 10 to 20 per cent between the prices of those goods of German make and the same article of our manufacture. This fact is of significance and is attributed by the gentleman in question mainly to improved machinery and methods.

Of the new enterprises on foot, I will here say that the minister of public works

has recently given his official sanction to the plan of an incorporated company to connect the different cities and towns of this district with a system of electric railway. The proposed line will cover a distance of approximately 65 American miles. I am also informed that, within a year, work will be begun upon an electric railway, connecting Crefeld with Dusseldorf, a distance of about 15 miles. I have heard of no contracts for the completion of these works or for the furnishing of the electric cars and supplies being awarded, and an investigation of the matter by American firms may enable competition.

Commercial Agent Stern, of Bamberg, says that the electric street railway of that city, to be opened next week, is entirely fitted up with machines made in the United States.

Consul Monaghan, of Chemnitz, says:

Americans should succeed here with boots and shoes. The mistake made is in thinking American-made shoes will fit German feet. They will not, any more than American-made hats will suit German heads. Our feet, like our heads, as a rule, are long. The German feet are thicker and shorter. What our manufacturers should do, if they hope to succeed here, is to get German lasts and give the shoes German shapes with American finish. Of course, there are those who can wear shoes shaped like ours, but these are exceptions.

Shirts, collars, and cuffs, such as one sees in any large city in the United States, would surely sell here if a way could be found to get them in at anything near the price paid for shirts, cuffs, and collars here. There is a nattiness about our garments that makes them good sellers.

In tools, we are ahead of the world. There are no tools to take the place of ours. Still, we ship only a small part of what we ought to ship, if our manufacturers would only emulate the energies of the same class in this Empire. Every effort worthy of the name made to sell tools in Germany has met with success. I have been told that it is hard to get Germans to take hold of our tools. This is true and not true; it depends on the tool to be taken. Complicated tools take longer to get in than do simple ones. Once their work is seen, success is secured. The best tool-making firm in the Empire has a shop full of American tool-making machines.

Consul Moore, of Weimar, thinks that Yale locks and keys would sell well in Germany. House keys in that country are usually 4 to 5 inches in length, made of iron, and very heavy. There is an opening also for hard-wood furniture. Office furniture, he says, has already been introduced, but the prices demanded are absurdly high, and a market of any size can not be created under these conditions, despite its evident superiority. Hard-wood picture frames should also meet with success, and hard-wood polishes, he says, appear to be unknown in Germany. Mr. Moore thinks that Germany can not maintain the place that she has won in the world's markets, owing to the poor material and workmanship of most of her products. Let the United States manufacturers, he continues, supply articles suited to the wants of the markets she seeks to control, and with the advantage of better material and durability, the result would not long be in doubt.

Consul Crane, of Hanover, says that the frequency of railway disasters of late in Germany has awakened public attention to a degree that might be suggestive to United States inventors and manufacturers of railway appliances. In a recent incident of this kind, he says, it was frankly admitted that had not the American air brake operated perfectly the loss of life must have been much greater. The superiority of United States dental instruments, of nail and wood screws, he says, is acknowledged. There is also an opening for breakfast cereals.

Consul Keenan, of Bremen, speaks of the large field for pine and hard woods. There is an obstacle, he says, in freight rates, which are 30 per cent higher on the Prussian railways than on lumber from other countries. This is due to classification.

Consul Partello, of Sonneberg, urges direct trade with local dealers. The wholesale houses through whom business is now carried on, he says, demand a profit which seriously increases the price of the goods before they reach the consumer.

GREECE.

COMMERCE IN 1896.

The *Annales du Commerce Extérieur*, Paris, 1897, No. 12, gives tables showing the commerce of Greece, by principal articles, in 1896, and by countries, in 1895. According to these figures, the total imports were \$21,154,000 (against \$20,785,000 in 1895); and the exports were \$13,931,000 (against \$13,444,000 in 1895). For convenience of comparison, the figures for 1894, from *Commercial Relations*, 1895-96, are also given.

Value of imports and exports, by countries, 1895 and 1894.

IMPORTS.

Countries.	1895.		1894.
	France.	United States currency. ¹	
England.....	30,774,000	\$5,939,000	\$8,501,000
Russia.....	28,416,000	5,484,000	5,569,000
France.....	6,791,000	1,310,000	1,700,000
Austria-Hungary.....	13,387,000	2,583,000	2,716,000
Turkey.....	9,684,000	1,869,000	2,639,000
Italy.....	2,449,000	472,000	589,000
Germany.....	8,440,000	1,628,000	1,806,000
United States.....	3,707,000	715,000	629,000
Belgium.....	1,435,000	276,000	330,000
Holland.....	467,000	89,000	167,000
Roumania.....	654,000	126,000	.....
Egypt.....	374,000	72,000	.....

EXPORTS.

England.....	16,833,000	\$3,248,000	\$4,275,000
France.....	7,975,000	1,539,000	1,803,000
Austria-Hungary.....	5,957,000	1,149,000	1,483,000
Turkey.....	8,304,000	1,602,000	2,399,000
United States.....	2,350,000	453,000	406,000
Egypt.....	1,671,000	322,000	380,000
Belgium.....	7,831,000	1,511,000	1,461,000
Empire of Germany.....	5,086,000	981,000	409,000
Italy.....	6,841,000	1,320,000	832,000
Holland.....	3,107,000	599,000	520,000
Roumania.....	969,000	187,000	218,000
Russia.....	5,310,000	1,024,000	.....

Value of principal imports and exports, 1896 and 1895.

IMPORTS.

Articles.	1896.		1895.
	France.	United States currency. ¹	
Prepared fish and caviar.....	4,864,000	\$938,000	\$908,800
Cereals.....	29,202,000	5,635,000	5,368,900
Rice.....	1,793,000	344,000	408,800
Coffee.....	2,413,000	465,000	445,500
Sugar.....	3,786,000	730,000	586,200
Live animals.....	3,015,000	581,000	443,500
Undressed skins.....	3,363,000	639,000	571,200
Wood and other forest products.....	5,387,000	1,039,000	902,100
Minerals and mineral ores.....	14,244,000	2,749,000	2,548,400
Thread and textiles.....	22,958,000	4,429,000	3,957,500
Minerals and wrought metals.....	3,411,000	658,000	706,800

¹In round numbers.

Value of principal imports and exports, 1896 and 1895—Continued.

EXPORTS.

Articles.	1896.		1895.
	France.	United States currency. ¹	
Currants	23, 208, 000	\$4, 479, 000	\$4, 264, 300
Figs	3, 547, 000	684, 000	.....
Olives	1, 131, 000	218, 000	270, 500
Olive oil	3, 063, 000	591, 000	619, 500
Wines	5, 438, 000	1, 049, 000	871, 200
Cocoons and silk	1, 507, 000	2, 908, 000	328, 900
Sponges	1, 623, 000	313, 000	296, 700
Tobacco	2, 704, 000	481, 000	283, 400
Acorns	2, 412, 000	464, 000	.....
Lead, iron, and galena ore	14, 618, 000	2, 821, 000	3, 625, 900

¹ In round numbers.

Consul Horton, of Athens, under date of July 29, 1897, states:

Business is practically at a standstill in this country, owing to the financial results of the late war. It might be interesting to know, however, that there is a chance now of introducing American windmills into Greece.

The islands and mainland of Greece possess innumerable small farms, laid out in vineyards, vegetable gardens, orange and lemon groves, etc. The soil is invariably rich, but the important question is always that of water. Water is usually found near the surface and is supplied to the land by means of wells, worked by crude machinery with mule or horse power. Many of the land proprietors are well to do and could afford windmills if the subject were properly laid before them. Greece is so cut up by the sea that there is hardly a day in the year without a breeze. During certain seasons, July and August in particular, the wind is strong and steady. A mill so constructed that it will work either in a light or strong wind is needed. It would also be more saleable if it could perform services other than the mere drawing of water, such as grinding grain, etc.

Consul Germain, of Zurich, under date of May 20, 1897, quotes from a report by the Swiss consul-general that progress is manifest in the economical condition of Greece. There has been a crisis, however, in the currant trade (due to customs regulations passed by France and Russia), upon which the welfare of the country so largely depends. The writer advises Greek farmers to pay more attention to the cultivation of other products, and speaks of the wonderfully productive capacity of Greece. Olives, lemons, figs, and oranges thrive. Tobacco can be cultivated with profit, and, as a crop of the latter can be grown and harvested in one season, it becomes important to a country in want of prompt available resources. The olive crop, he says, is good, and licorice is becoming more and more important, and is bringing a good income. The heaviest buyer for this product is the United States, where the juice is used in the preparation of tobacco.

Speaking of the currant crop, Consul Jenkins, of Patras, says that the law whereby 15 per cent of all exports of currants is retained by the Government, which has for its object to raise prices by lessening the quantity for foreign markets, has proved efficacious and will be continued in force another year. He gives the following statement of shipment of currants from Greece to the principal markets of the world from January 1, 1897, to July 1, 1897:

To—	Tons.	Estimated value.
England	12, 879	\$932, 117
North Europe	15, 012	740, 250
France	3, 458	173, 900
United States	950	57, 289

Consul Jenkins continues:

The United States supplies this consular district (Patras) with almost all of the petroleum consumed here, nearly all of which comes from Philadelphia via English bottoms. All cargoes of petroleum are consigned to the minister of finance, at Athens, petroleum being a Government monopoly; 360,900 gallons were landed here between January 1 and July 1, 1897.

Consular Agent Crowe, of Zante, says:

Most of the articles used come here from Great Britain, Italy, Austria, or Germany, excepting sewing machines. I seldom trace any United States manufactures. I am inundated with circulars from United States firms, but they are practically useless, being mostly in English, without foreign measures and without prices laid down here. Unless goods are explained by commercial travelers speaking Italian or French, the prospect of getting orders is poor in the extreme.

ITALY.

Italian official statistics of imports and exports for the first six months of 1897 are as follows:

Articles.	Exports.		Imports.		
	January to June, 1897.	Increase over same period, 1896.	January to June, 1897.	Increase over same period, 1896.	Decrease from same period, 1896.
Spirits, liquors, and oils	\$14, 446, 243	\$1, 863, 222	\$3, 129, 600	\$544, 067	.....
Colonial products, drugs, and tobacco	948, 879	314, 978	6, 995, 900	555, 840	.....
Chemical products, medicines, resin, and perfumes	4, 233, 069	304, 168	5, 558, 700	837, 813	.....
Colors, dyes, etc.	1, 487, 258	270, 393	3, 052, 720	546, 962	.....
Hemp, flax, jute, etc. (excluding cotton)	6, 760, 404	1, 731, 596	2, 287, 670	.....	\$234, 588
Cotton	2, 967, 375	564, 633	15, 774, 930	458, 375	.....
Wool and hair	947, 630	286, 026	8, 723, 600	517, 240	.....
Silk	29, 691, 761	916, 364	11, 538, 725	2, 279, 330	.....
Wood and straw	7, 085, 030	3, 393, 326	4, 779, 276	867, 056	.....
Paper and books	960, 175	187, 789	1, 270, 855	16, 598	.....
Skins	2, 314, 456	236, 039	4, 770, 391	274, 060	.....
Minerals, metals, and manufactures of Stone, earth, pottery, glass, and crystal	3, 816, 189	1, 012, 478	13, 997, 182	849, 007	.....
Cereals, flour, macaroni, and other vegetable products	5, 726, 696	42, 074	11, 247, 684	860, 780	.....
Animals, animal products, and refuse, not otherwise mentioned	9, 446, 192	384, 842	10, 265, 191	.....	9, 076, 248
Other products	13, 723, 265	1, 210, 628	8, 723, 061	1, 169, 194	.....
Precious metals	2, 441, 643	590, 194	1, 866, 157	258, 813	.....
	1, 816, 902	262, 673	988, 600	.....	61, 111

The total exports in the period under review were \$108,623,167, a net increase of \$11,179,000 as compared with the first six months of 1896. The value of the imports was \$115,971,242, which was some \$62,000 more than in the corresponding period of the previous year.

The commerce of Italy in 1896, according to the *Annales du Commerce Extérieur*, Paris, 1897, No. 12, was as follows: Imports, \$226,980,000, a decrease of some \$2,000,000 as compared with 1895; exports, \$203,012,000, an increase of \$2,700,000 over the previous year. The countries from which Italy purchases most are: United Kingdom, \$45,000,000 (round numbers); Germany, \$29,000,000; France and Algeria, \$27,000,000; Austria, \$26,000,000; United States and Canada, \$25,000,000; Russia, \$23,000,000; British India, \$12,000,000; Central and South America, \$8,000,000; Switzerland, \$8,500,000; Belgium, \$5,000,000. The countries to which the principal exports are sent are: Switzerland, \$34,000,000; Germany, \$31,000,000; France and Algeria, \$30,000,000; Austria, \$24,000,000; United Kingdom, \$20,000,000; Central and South America, \$18,000,000; United States and Canada, \$16,000,000; British India, \$5,000,000; Russia, \$2,500,000; Belgium, \$2,000,000.*

* In the above figures, the value of the precious metals imported and exported is not included.

Comparing these figures with those for 1895, it will be seen that the trade with British India and with Central and South America increased both in imports and exports. There was a gain in imports from Russia, and a decrease from the United Kingdom, France and Algeria, Austria, Switzerland, and the United States and Canada. Exports to Germany, the United Kingdom, and the United States and Canada decreased, but increased to France and Algeria and to Austria.

UNITED STATES PRODUCTS IN ITALY.

Consul-General de Castro writes from Rome:

Italy is, I believe, a good field for American importations. At present, the bulk of the imports are drawn from Germany, Great Britain, and Austria. A glance at the list of importations will show how comparatively few articles come from the United States. A market could be created for American coal, steel and iron, machinery and tools, hardware, household goods, furniture, cotton, rubber and leather goods of all kinds, paper, stationery, etc.

Business concerns at home desiring to operate in Italy should send here competent men to familiarize themselves with the market, to study the possibilities, the needs, the banking system, the methods of payment and of credit, the shipping facilities, the freight charges, tariffs, and all other features. These persons should be thoroughly acquainted with the articles they wish to introduce, with their cost not only at home but in the countries they have to compete with. The merchants and importers of this country will not come to us; we must go to them, familiarize them with and educate them to the use of our products. Some of our intelligent commercial travelers, supplied with adequate samples, would accomplish more good in one month than letters and circulars could do in years.

Should our American business men pay as much attention to this part of Europe as they have done, for instance, to Mexico and some of the South American countries, they would soon reap the benefit of their enterprise. When American products are once introduced to these markets and become well known, they are appreciated and will not fail to always command the preference. If business men in the United States could be informed through the medium of the various chambers of commerce of the fair prospects this country presents for the sale of American products, some of our firms might perhaps be encouraged to make a combined and intelligent effort to capture a share of this country's importing trade.

Consul Brihl, of Catania, says in part:

In tools and hardware, I fully believe there is an opportunity to build up United States trade. Germany now supplies all the better grades, as the local products are handmade, and are, without exception, primitive and unsightly. The plows are the same as those used centuries ago; the hoes too heavy, with home-made handles; the shovels and spades appear to be nothing but a triangular piece of heavy sheet iron, with two flanges on the upper end, which are beaten around an unshapely, heavy handle. Of course, these excuses for implements are cheap. Spades of this make, without handles, sell at 83 cents per dozen. Shelf and builders' hardware, especially locks for doors and furniture, and nails, could be introduced by American manufacturers, if they care to take the trouble and incur the expense of working up trade. But I must repeat: Circulars are of no use whatever, either Italian or English, for no one will buy without seeing. An energetic, well-posted drummer who speaks Italian, or at least French, must come here and study the wants and opportunities, see whether he can compete with German and English houses, show samples, etc. He should have a local representative to look after the interests of the United States house after his departure. Without such a person, business is not safe here.

United States windmills might be introduced and a number sold in time, but it is not to be expected that the circulars which I see everywhere will do the least good.

Consul Fletcher, of Genoa, says that Italy is ripe for American manufactures of every kind, but she must see what she is purchasing. There will be no trouble to find ships to transport the goods. The North German Lloyd boats make the trip from New York to Genoa in eleven days. He continues:

In 1892, when the Columbian Exposition was about to open here, the writer opened correspondence with certain manufacturers of locks and safes in the United States, and begged them to make an exhibit of their productions at this exhibition, for at that time, and even now, I believe, neither an American lock nor an American safe was to be found in this entire consular district, except the small locks used in the

general post-office here. The answers were, they were too busy preparing for the Chicago exposition, which was to be opened one year later. English locks have since been introduced here, and although, in my opinion, they can not compete with the American lock, such as the Yale, still they are a thousandfold preferable to the house locks commonly used in this country. Some of the ordinary keys here weigh fully 1 pound.

Consul Jarvis, of Milan, says that nearly all the cotton used there is of American origin, but it comes via England and Germany, where it is to some extent mixed with Egyptian and East Indian cotton. He thinks there might be an opening in shoes. German and Austrian firms, he says, are getting a foothold. Their goods are more expensive than the local product, but also more durable. They sell from \$2.50 to \$3 a pair.

Consul Caughy writes from Messina that there is not the least obstacle to the introduction of United States goods. The people, he says, will be only too anxious to use American wares if they can get them on the same terms as the English, Belgian, or German. The real obstacle to trade lies in the apathy of the United States manufacturers, who should adopt the methods of their foreign competitors. The English bicycle manufacturer, the consul says, establishes an agent in every city of importance, and keeps a stock of wheels on hand. The American manufacturer establishes an agent in one city, who in turn names subagents in other cities and furnishes them with pictures of a wheel which their customers can have in about six weeks; and as there is a middleman's profit to be made, the wheel costs 25 per cent more than the English make. "Is it any wonder," he adds, "that there are hundreds of Raleighs and Humbers in use here and only two American wheels?"

Mr. Caughy continues:

Ignorance of the requirements of the country is another barrier. If our merchants would follow the example of the Italian, and, before beginning trade, would consult the consul as to what formalities of custom-houses, etc., his shipments would be subject, greater progress would be made. For instance, dealers in the West, and also in New York, have sent numerous letters to this office asking to be furnished with a list of importers of tobacco and cigars in this district. A few minutes spent at the Italian consulate-general would have served to let them know that tobacco is a Government monopoly in Italy. Some months ago, at the request of a large brewing company, I secured them an agent, who would no doubt have represented them well. He wrote and asked for samples, price lists, terms, etc. When the package of samples, containing two dozen bottles, arrived, he was asked to pay a duty of about \$18, because no certificate of origin accompanied it. He very naturally abandoned it and declined to interest himself any further.

The consul thinks that the best method of obtaining information and of avoiding such difficulties would be through the chambers of commerce.

Consul Mantius, of Turin, says:

Probably in no continental country would the superiority of the American goods and fabrics be better recognized than in Italy, which is overstocked with cheap German and shoddy English articles. These examples of American ingenuity and workmanship, however, must be seen, not heard of, to be properly appreciated.

Anticipating that on account of the exposition at Paris in 1900 the United States Government was not likely to be represented officially at the national exposition to be opened here in the spring of 1898, of which the electric and machinery departments are of international character, I induced a leading business house, well recommended by New York bankers, to ask our exporters to be represented at the exposition. Two thousand circulars were sent to the leading exporters all over the United States by the Turin firm. The responses were practically nil. Not a single exporter seems to show the least anxiety to extend his market to Italy or to show his goods at the exposition. * * * An excellent opportunity has been lost, which will not offer itself soon again for this country.

Consul Johnson thinks that there is an opening in Venice for preserved and canned food products. Fourteen steamship lines, he says, make regular trips to that port, often taking supplies there. A small quantity of United States goods in this line has been on the market, but it could be much increased, as the prices admit of competition with the European products. Small petroleum motors of about one-half horsepower, to be used for generating electricity for private apartments, would, the consul thinks, find a ready sale.

Speaking of American enterprise in Italy, Consul Davis, of Florence, mentions the electric tramways in that city, which have been equipped with appliances from the United States. They have, he says, given full satisfaction. There is a large sale of American bicycles. Yale post-office boxes have been adopted with great success. Tools, files, locks, padlocks, canned meats, vegetables and fruit, leather, and clocks, are imported in limited quantities. Unfortunately, a great many American specimens of American machinery have been counterfeited. He says:

As every practical mechanical invention is supposed to be American, merchants and dealers advertise inferior goods as of United States manufacture, their reason for not keeping the real goods being on account of the price. In my opinion, something might be done to facilitate our exports. Catalogues and price lists generally give figures upon which a large discount is allowed, and goods are offered for sale f. o. b. at New York. With the exception of wholesale merchants, the number of whom is limited in Italy and who are to be found only at seaports, all the other dealers scattered in the sixty-nine provinces are little familiar with business transacted outside of European centers, and are therefore unable to figure out the cost of transportation by steamers and are unwilling to take any risk. * * * American manufacturers should state the cost of transportation to Italian seaports, and mark their good so much net delivered f. o. b. at Genoa, Leghorn, or Naples.

MALTA.

Consul Kennedy says that leaf tobacco, which has been one of the chief imports from the United States, received a severe blow in 1897 through the imposition of a prohibitive duty in Algeria. Cigars have been manufactured in Malta from American leaf, and exported in large quantities to Algeria. The new duty, says Mr. Kennedy, is intended to stimulate the raising of tobacco on Algerian soil and has caused the closing of the factories in Malta. The trade in plug and smoking tobacco imported from the United States has also diminished in recent years. Wheat, sewing machines, bicycles, and woolen and cotton goods are imported from America, but since there is no direct communication with United States ports, the goods are credited to other countries. With direct means of transportation, the consul thinks that a lucrative trade could be established, not only with Malta but with North African ports. Stone is exported from Malta, and lace making is one of the principal industries.

The total imports in 1896 were \$4,338,165, and the exports were \$210,602. The trade according to the principal countries was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
Great Britain	\$678,940	\$2,003	Russia	\$1,147,756	\$1,136
British Colonies	186,123	2,160	Turkey	299,437	3,299
Austria	265,521	82	Barbary	444,164	40,921
France	122,450	3,849	Tunis	142,676	112,907
Greece	176,128	1,496	America		87
Italy	741,080	17,580			

NETHERLANDS.

The following statement as to the commerce of the Netherlands is taken from the *Annales du Commerce Extérieur*, Paris, 1897, No.12:

The total value of the imports in 1896 was 1,634,931,000 florins (\$657,242,262), a gain of nearly 200,000,000 florins (\$80,400,000) over 1895. The exports were 1,337,450,000 florins (\$537,755,000), a gain of 160,000,000 florins (\$64,320,000) over the preceding year. The value of imports and exports according to the principal countries in 1895 (figures for 1896 not being given) were:

IMPORTS.

Countries.	Florins.	United States currency.
Russia.....	198,201,000	\$79,677,000
France.....	18,022,000	7,280,000
Germany.....	295,090,000	118,867,000
England.....	238,231,000	95,769,000
Belgium.....	166,141,000	66,789,000
Spain.....	27,268,000	10,962,000
British Indies.....	41,501,000	16,683,000
United States.....	110,863,000	44,567,000
Java and Madura.....	202,428,000	81,180,000
Peru and Bolivia.....	15,061,000	6,061,000

EXPORTS.

Germany.....	595,706,000	\$239,474,000
England.....	267,669,000	107,603,000
Belgium.....	154,246,000	62,007,000
France.....	15,243,000	6,128,000
United States.....	87,495,000	35,073,000
Java and Madura.....	51,972,000	20,892,000

Value of principal imports and exports, 1896.

IMPORTS.

Articles.	Florins.	United States currency.	Articles.	Florins.	United States currency.
<i>Food products.</i>			<i>Other products—Continued.</i>		
Wheat.....	134,439,000	\$54,044,000	Dyes.....	11,989,000	\$4,819,000
Barley.....	24,865,000	9,996,000	Skins and hides.....	18,850,000	7,578,000
Rye.....	48,553,000	19,518,000	Iron, cast.....	22,021,000	8,852,000
Coffee.....	40,872,000	16,430,000	Iron, in bars, in plates, and hoop iron.....	34,258,000	13,782,000
Sugar.....	23,489,000	9,442,000	Iron manufactures.....	39,861,000	16,024,000
Wine.....	4,351,000	1,749,000	Petroleum.....	10,840,000	4,358,000
Rice.....	39,527,000	15,890,000	Salt-peter, not refined.....	25,694,000	10,317,000
Flour.....	51,085,000	20,540,000	Grains of all kinds.....	47,682,000	19,168,000
Malze.....	28,790,000	11,573,000	Steel, and manufactures of.....	44,598,000	17,928,000
<i>Other products.</i>			Wood, and manufactures of.....	38,680,000	14,541,000
Coal.....	47,184,000	18,968,000	Tobacco, in leaf.....	9,134,000	3,672,000
Raw copper.....	42,728,000	17,177,000	Wool, not carded.....	15,925,000	6,402,000
Raw cotton.....	16,811,000	6,758,000	Woolen textiles.....	9,694,000	3,897,000
Textiles of cotton.....	12,748,000	5,125,000	Woolen thread.....	6,200,000	2,492,000
Cotton thread.....	29,725,000	11,949,000			
Peruvian bark.....	197,961,000	79,580,000			
Steam engines.....	11,840,000	4,760,000			

Value of principal imports and exports, 1896—Continued.

EXPORTS.

Articles.	Florins.	United States currency.	Articles.	Florins.	United States currency.
Cereals (grains and flour).....	179,261,000	\$72,063,000	Iron, cast.....	18,426,000	\$7,407,000
Butter.....	17,170,000	6,902,000	Iron bars.....	11,597,000	4,662,000
Refined sugar.....	49,917,000	20,066,000	Worked iron, comprising nails and wire.....	35,592,000	14,308,000
Coffee.....	24,433,000	9,822,000	Steel and wrought steel.....	23,001,000	9,245,000
Fresh and preserved vegetables.....	28,437,000	11,431,000	Saltpeter, unrefined.....	22,238,000	8,940,000
Fish, fresh and preserved.....	14,835,000	5,964,000	Paper, and manufactures of.....	27,732,000	11,148,000
Raw copper.....	32,552,000	13,086,000	Wool, uncarded.....	13,760,000	5,532,000
Textiles of cotton.....	28,263,000	11,362,000	Textiles of wool.....	13,085,000	5,258,000
Peruvian bark.....	184,142,000	74,025,000			
Undressed skins.....	15,873,000	6,381,000			

¹ Not including margarine, the export of which amounted in 1896 to 38,224,000 florins (\$15,366,000).

Comparing the list of imports with that for 1895, increases are noted in wheat, maize flour, coal, copper, cotton, Peruvian bark, steam engines, iron and manufactures of, and saltpeter. There was a decrease in cotton thread, dyes, steel and manufactures of, and raw wool. Nearly all the exports increased, cotton thread, iron in bars, and raw wool being almost the only exceptions.

UNITED STATES PRODUCTS IN THE NETHERLANDS.

Consul Listoe, of Rotterdam, says that the imports of wheat from the United States have increased during the past year. Most of the wheat, however, comes from Russia, and the same is true of rye and oats. The importation of corn from the United States during the first six months of 1897 was 60 per cent more than during the corresponding period of 1896. In the beginning of the year, the consul says, nearly all the shipments from Southern ports, and to a certain degree also from Northern ports of the United States, arrived in so badly heated a condition that they had to be sold at prices that caused considerable loss to importers. The corn, too, had been certified as "sail grade" in the United States, although it was not in a condition to stand even a voyage by steamer. It is used for feeding cattle in the Netherlands.

Of flour, 88,882,858 pounds were imported from the United States during 1895 and 145,699,809 in 1896, an increase of over 50,000,000 pounds for the latter year. The imports for the first six months of 1897, the consul thinks, were about 61,000,000 pounds. The outlook for increased trade in American flour is good. The cereals and flour imported are to a large extent reshipped to Germany and other European countries. The imports of neutral lard for the manufacture of margarine are growing rapidly; 115,321 barrels of cotton-seed oil were imported from the United States between December 15, 1896, and November 1, 1897.

Mr. Listoe gives the following statistics as to the imports of lumber from January to June, 1897: From the United States, \$517,322 (out of a total of \$2,544,891) of sawed lumber for shipbuilding; \$437,032 worth of unsawed lumber, out of a total of \$1,103,206; \$36,696 of unsawed fine timber, out of a total of \$202,242; \$5,564 of sawed timber for fine work, out of a total of \$27,785. The total imports of lumber have

largely increased, in some lines the value having doubled. The consul continues:

That American machinery is not introduced to any great extent in my consular district is not the fault of Holland importers. They speak highly of our machinery, prize the quality and finish, and like to handle it, but are greatly impeded by the terms of payment asked by our manufacturers. American exporters will not send goods without having cash against documents, and the importers here can not buy any quantity on such conditions. When a machine is bought here, the purchaser does not pay until after three months or so, when it has been proven that the machine furnished is in all respects satisfactory or as represented. * * * A purchaser from the United States has to take the machine as it comes, for he has paid probably two weeks before he receives it. When the machine is found not to be as represented, or damaged, as sometimes happens, it loses much in value, if it does not become unsaleable.

The Germans, says Mr. Listoe, are pushing rapidly ahead in this line, and although American machinery is preferred, their terms and prices are so much easier that dealers are almost forced to buy from them. Another drawback is that United States manufacturers are often represented by agents in Germany, who at the same time are intended to supply Holland. This may seem quite natural to Americans, Holland being on the map a very small country; but the Dutch are proud, and wish to deal directly with the United States. The largest importers refuse to buy American machinery from German agents. One of them has sent an agent to the United States to visit manufacturers who are not represented in Holland through agents in Germany.

There is no doubt a good field for American machinery in the Netherlands, says the writer, but exporters must adapt themselves to the trade customs of the country. They can not succeed with the cash system. It is true that money has been lost by American firms who have given credit to irresponsible parties, but if they had obtained bank references before beginning transactions, there would have been no loss. The consul recommends the sending of agents posted in machinery; catalogues are of no service.

About 10,000 sewing machines were imported from the United States in 1896. It is estimated that from 1,200 to 1,500 American bicycles were sold in Rotterdam during the season of 1897. Unfortunately, most of those imported were of the lower grades, and probably on that account, the English bicycle has the preference when a first-class machine is desired. It is generally known, however, that a cheap American wheel is better for the price than the average English machine. Dealers complain that many American bicycles show that they are made in a hurry, and that better goods are sent out in the spring than in the fall.

Small hand tools find a ready sale in the Netherlands. Most of the American tools in use are sold through German and English agents. The German tools are inferior, but are cheaper. United States pumps, scales, stoves, ranges, wringers, meat choppers, carpet sweepers, washboards, and all kinds of brasswork and general hardware are handled by several firms in Rotterdam. The demand for American ware is increasing. One dealer informs the consul that he sold \$20,000 worth in 1896, and his sales for 1897 will probably reach \$25,000.

Electrical appliances from the United States are considered quite as good as those from England or Germany, but the German goods are cheaper. The consul thinks that office furniture from the United States would sell well.

PORTUGAL.

The *Moniteur Officiel du Commerce*, Paris, June 17, 1897, says:

The total imports [of Portugal] during 1896 amounted to 39,530 contos (\$42,692,400),* which was a decrease of 331 contos (\$357,480) as compared with the imports for 1895. The exports were 26,142 contos (\$28,233,360), or 819 contos (\$884,520) less than during the preceding year. The exports of gold greatly exceed the imports, which is due in part to the excess of imports over exports in the commercial world, and also to the necessity of paying the coupons of the national debt in gold. This occasions financial difficulties, but it is expected that the commercial treaties now in course of preparation will restore prosperity to the country.

Apart from its favorable situation in regard to commerce and navigation, Portugal is a rich and fertile country, and is inhabited by a sober and laborious people. Comparing the details of the commerce for the last two years, the chief differences are as follows: There was an increase of 461 contos (\$497,880) in live animals, an increase of 29 contos (\$31,320) in raw materials, a decrease of 11 contos (\$11,880) in woven goods, a decrease of 185 contos (\$199,800) in alimentary products, an increase of 69 contos (\$74,520) in machines and instruments, an increase of 237 contos (\$255,960) in manufactured articles, a decrease of 254 contos (\$274,320) in alcohol, an increase of 23 contos (\$24,840) in rice, a decrease of 57 contos (\$61,560) in sugar and almost as much in butter, and an increase of 55 contos (\$59,400) in coffee.

The increase in the import of raw materials and of industrial machinery, taken together with the diminution in the consumption of foreign tissues, seems to indicate progress in national industry. It is to be noted that certain raw materials have been found in the country (such as oils for use in the soap trade and olive oil for preserving fish) which it was formerly necessary to import. The cotton industry is developing rapidly. The fabrication of *ceru* tissues is at present sufficient for the local demand. The import of furniture, perfumery, buttons, coverings, and soap has almost entirely ceased, owing to the establishment of these industries in the country, and also on account of the high customs duty.

A British foreign office report gives the following details as to the trade in 1895:

IMPORTS.

Articles.	Value.	Articles.	Value.
Raw cotton	\$2,797,400	Silk goods	\$975,800
Wood	519,700	Cotton goods	2,630,300
Oleaginous seeds	493,700	Linen and hempen goods	520,000
Tobacco	703,900	Liquors	621,500
Coal	1,912,800	Cereals	5,979,900
Illuminating oil	506,100	Sugar	2,113,400
Iron, rough	919,100	Coffee	682,000
Iron, galvanized	408,200	Codfish	2,116,800
Woolen goods	3,544,700	Machinery and vehicles	1,796,400

EXPORTS.

Corks	\$898,800	Fruit	\$700,200
Corks, rough	3,062,300	Cotton goods	972,800
Wine	12,156,300	Raw hides	256,600
Olive oil	567,900	Timber	110,500
Sardines	936,300	Copper ore	1,835,800

The British report says that the trade with several of the principal countries is divided about as follows:

Country.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain	27½	28
Germany	11½	8½
France	10½	3½
Belgium	3½	4½

* 1 conto = 1,000 milreis.

The per cent of the United States is not given, but the imports from this country, it is stated, exceed those from Germany by over \$1,000,000.

ROUMANIA.

According to the *Annales du Commerce Extérieur*, Paris, No. 12, 1897, the value of the total imports into Roumania in 1896 was \$65,219,139, against \$58,782,880 in 1895. The exports were \$62,543,000 in 1896, against \$50,416,300 in the preceding year. The trade with the principal countries was:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Austria	\$17,920,629	\$6,290,328	Turkey	\$2,520,387	\$2,236,870
Germany	18,490,751	3,281,579	Russia	1,567,353	1,188,687
England	14,859,881	21,602,683	Italy	1,482,240	1,995,620
France	4,995,419	1,689,277	Belgium	1,808,577	21,902,805

The principal exports from Roumania are cereals and vegetables. The export of cereals, which has averaged \$46,000,000 for the past five years, was only \$37,500,000 in 1895, the latest year for which details of the trade by articles are obtainable. The crisis in this line accounted for the falling off in the total exports in that year. The principal articles of import are textiles, metals (rough and worked), glassware and minerals, paper, colonial products, and chemical products.

RUSSIA.

Consul-General Karel of St. Petersburg gives the following statement as to the trade of Russia in 1896 and 1895:

Articles.	Imports.		Exports.	
	1896	1895.	1896.	1895.
Provisions	\$34,339,826	\$31,948,184	\$196,804,432	\$196,613,738
Raw and half-worked materials	148,950,518	135,694,972	132,528,732	132,821,712
Animals	678,994	904,126	7,784,016	7,780,932
Manufactures	74,055,578	63,956,506	6,633,684	5,754,744
Total	258,024,916	232,503,788	343,750,864	342,971,126

It will be noted, says the consul-general, that while the exports for 1896 exceeded the exports of 1895 by only \$779,738, the imports show an increase over the preceding year of \$25,521,128. The countries from which Russia imports most largely are, in order: Germany, Great Britain, France, United States (chiefly cotton), Egypt, Austria-Hungary, China, Belgium, Italy, East Indies, Switzerland, and Turkey. The exports go chiefly to Germany, Great Britain, Holland, France, Austria-Hungary, Belgium, Italy, Turkey, Denmark, Egypt, Roumania, East Indies, and the United States. The trade with the United States for the past four years is shown in the following table:

Year.	Imports from United States.	Exports to United States.
1892	\$18,390,844	\$1,304,999
1893	16,180,419	1,390,826
1894	23,494,319	800,260
1895	15,140,691	1,133,863

The chief articles imported from America in 1895 were: Cotton, \$12,414,761; copper, \$395,686; colors, \$356,017; unworked skins, \$271,893; animal grease, \$103,499; machines and apparatus, \$634,583; agricultural machinery, \$501,835; locomotives, \$20,560; dynamos, \$70,508; timber, \$60,215; plants and seeds, \$62,066; iron and steel instruments, \$21,505; various articles of metal, \$25,579.

The chief exports from Russia to America during the same period were licorice root, \$421,088; flax and tow, \$162,403; wool (washed) \$137,279; manganese ore, \$412,774.

AGRICULTURE.

Mr. Karel says the amount of cereals exported from Russia from January to June, 1897, inclusive, was: Wheat, 53,998,987 bushels; rye, 17,868,347 bushels; barley, 16,594,216 bushels; oats, 26,273,737 bushels; corn, 2,142,215 bushels.

Consul Heenan of Odessa gives the following statistics as to the harvest of European Russia in the last four years:

Articles.	1896.	1895.	1894.	1893.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Rye.....	20,952,000	22,014,000	27,396,000	21,744,000
Winter wheat.....	2,502,000	3,060,000	3,694,000	2,448,000
Spring wheat.....	4,770,000	4,662,000	7,814,000	8,784,000
Oats.....	16,848,000	18,090,000	20,970,000	19,584,000
Barley.....	5,058,000	5,328,000	7,704,000	8,784,000
Buckwheat.....	1,260,000	1,296,000	1,404,000	1,566,000
Millet.....	1,890,000	1,188,000	1,440,000	2,538,000
Corn.....	396,000	648,000	576,000	1,170,000

The exports from Odessa in 1896 were distributed as follows:

To—	Tons.	To—	Tons.	To—	Tons.
Holland.....	547,200	Sweden and Norway.....	43,200	Turkey and Egypt.....	9,000
Great Britain.....	491,400	Portugal.....	24,200	Austria-Hungary.....	9,000
Germany.....	208,800	Spain.....	27,000	Montenegro.....	1,260
France.....	135,000	Bulgaria.....	19,800	Eastern Siberia.....	6,480
Belgium.....	66,600	Denmark.....	18,000	Finland.....	2,700
Italy.....	68,400				

INDUSTRIAL DEVELOPMENT OF RUSSIA.

Consul Bornholdt, of Riga, says that there is a growing demand for raw products, half manufactured goods, and machinery, while the importations of manufactures have sensibly declined. Russian factories are entering largely into competition with those of other countries. Cotton goods and sewing cotton are mostly supplied by the Russian mills, and there is now only a trifling quantity of yarn imported. In woolen fabrics, also, the consul continues, Russian manufacturers are taking the lead, and with the rapid growth of industry throughout Russia, many other articles of foreign make will soon cease to be imported to any extent.

Consul Heenan says:

The past three years has witnessed a remarkable change in the policy of the Russian Government, and it is safe to say that if this policy is continued, as in all human probability it will be, the present reign will be known in history as the most prosperous commercially that Russia has ever had. It will accomplish more for the material welfare and prosperity of Russia than has ever been accomplished before.

The present Emperor takes an active and intelligent interest in all proposals for the development of waterways, railways, and manufacturing establishments, and it is quite evident that to this powerful influence is due the present unprecedented activity throughout the Empire. The United States has largely benefited by this activity, as is shown by large shipments of locomotives and machinery during the past year, and also in a contract entered into with an American firm to furnish a dredger, to be delivered on the Volga in May next, which is to cost \$500,000.

The same American firm, says the consul, is about to complete contracts with the Russian Government for the improvement of other rivers. A shipment of a cargo of manganese ore to Philadelphia last spring is mentioned as an item of interest, being the first direct shipment in twenty years from Odessa to the United States.

Mr. Heenan also speaks of the discovery of an enormous deposit of Glauber's salt (sulphate of soda), estimated to be not less than 1,000,000,000 tons, in the Gulf of Karabogaz, on the Caspian Sea. He concludes:

Russia is probably the newest old country (if the expression is allowed) the world has ever seen, and its mineral and other wealth is practically untouched. Capital wisely and prudently invested in this country is absolutely safe and promises a large return. It offers to the keen American business man the same opportunities the United States offered seventy years ago, with the additional advantage of a large resident population, very friendly to Americans.

Consul Chambers, of Batum, in an elaborate report on the petroleum trade of Russia (Consular Reports, No. 201, June, 1897), shows that the production is steadily increasing, 42,000,000 gallons more of crude oil having been obtained in the Baku fields in 1896 than in 1895.

TRADE WITH THE UNITED STATES.

Consul Bornholdt says:

United States goods are liked in this district, as well for their superiority as because the packing is done with great care and in the most economical way as regards space; but it seems that the terms offered by English and German manufacturers are more liberal than those given by the manufacturers in the United States, and the Russian merchants prefer buying their goods from those who give the longest credits. The Russian merchants, as a rule, require from six to nine months' credit, while American manufacturers usually require cash, and in some cases, cash before shipment, and many negotiations have thus failed and the orders have gone to European competitors. * * *

The slower transportation of goods, in addition to higher sea freights between the United States and this country, is a drawback to the development of the trade. There being no direct steamer communication, all goods have to be transhipped in other ports, the transit taking, as a rule, about five weeks. The United States Steamship Company of Copenhagen has established a line of steamers from New Orleans, Newport News, and Norfolk, with monthly sailings to Baltic Sea ports, either direct or via Copenhagen. * * *

Horses, mostly for trotting and breeding purposes, have been imported to Russia from the United States, and, as the trotters have been exceedingly successful in the races, there seems to be some prospect of extending the importation.

Consul Rawicz writes from Warsaw:

While American manufactures—well established in this Empire through the direct efforts of the manufacturers themselves—such as agricultural implements, hardware, cutlery, wringers, bicycles, etc., are recognized by importers and consumers as the best of their kind, and are sold in large quantities, American manufactures in general are both discredited and handicapped in Russia, and the introduction of new goods is extremely difficult for two reasons:

(1) European manufacturers—Germans especially—fill the Russian markets with inferior goods stamped, trade-marked, etc., as "American," which, being accepted by the unsuspecting Russians as genuine American products, discredit our manufactures to such an extent that nothing short of active and persistent personal effort can push new articles into general use.

(2) The second reason which operates against the introduction of American manufactures is the long credits given by the British, French, German, and other manufacturers—credits based upon the reports of their agents, who traverse the Empire and know exactly how far credits can be safely given.

A movement which should help to overcome both these difficulties is about being put into operation by the Exporters' Association of America, headquarters in New York. This organization is about to establish in this city (Warsaw) a sample room for the exhibition of American manufactures, together with an agency for their introduction into and sale throughout Russia. This movement is calculated to be of great benefit to the Russian importers and consumers, as well as to the American manufacturers.

As to the opening for agricultural machinery, Consul Heenan writes from Odessa, under date of June 15, 1897 (Consular Reports, No. 205, October, 1897):

The meeting of agriculturists and those who are interested in agriculture, which has just finished its sessions at St. Petersburg, was called for the purpose of discussing and recommending to the Imperial Government measures to improve the condition of agriculture and agriculturists. One measure which will be of great interest to our agricultural machine and implement manufacturers was, after full discussion, favorably recommended to the consideration of the Russian Government, viz, that harvesters, binders, mowers, plows, and thrashers be admitted into Russia free of duty. It was recommended also that thrashing engines be admitted free, when they are to be devoted exclusively to farming purposes and proof of this purpose is furnished.

The principal reason advanced for this action on the part of the meeting was the fact that none of the items enumerated are manufactured in Russia—at least not on a sufficiently large scale to be taken into consideration.

The duty on a harvester and binder is at present about \$33. The duty on a thrashing outfit (including the engine) is \$450. The duty is estimated by weight. On the thrasher it is 38½ cents for 36 pounds; on the engine 92½ cents for 36 pounds, provided the engine and thrasher are imported together; otherwise the duty on the engine will be \$1.21 for 36 pounds. The duty on a traction engine is \$2 for 36 pounds.

Should the Russian Government favor this scheme (and there is good reason for believing that it will do so), great relief will be granted the agricultural interests. I am informed that, in all probability, on and after January 1, 1898, the machines and implements mentioned will be permitted to enter Russia free of duty.

In harvesters and binders, the American manufacturer already holds the field and is not likely to be ousted, though he must be prepared to meet strong competition from Germany. The Russians are afraid of our thrashing outfits. They say that both thrasher and engine are much too lightly constructed for the use and abuse to which they will be subjected in a country like Russia. It is impossible to make them understand that to be strong does not necessarily mean to look heavy, and it is to be feared that if we could not compete successfully with the heavy English thrashing machine and engine when they paid a duty on weight, we are not likely to do so when that duty is taken off.

The duty on plows has for many years prevented their introduction into Russia in large numbers. This duty was purposely made high in order to enable the Russian manufacturer to supply the market with plows at a reasonable price. The Russian-made plow is an inferior article and costs almost as much as the imported plow, so that the only persons who have benefitted by the high duty are the manufacturers. Our American-made plows will easily capture the Russian trade if our manufacturers are sufficiently active and are early in the market. It is desirable that they should be advised at an early date that so enormous a field as Russia is about to be opened to free competition in plows. In harvesters, binders, mowers, reapers, hayrakes, etc., we are already in a position to almost defy competition in Russia, and with the duty taken from plows, there is no reason why a similar condition should not exist.

In a report on the same subject, Commercial Agent Stern, of Bamberg, writes under date of July 6, 1897 (Consular Reports, No. 205, October, 1897):

Last year, Germany was responsible for nearly one-half of the total imports, for of the 882,000 poods (31,850,764 pounds) of agricultural machines imported, 432,080 poods (15,602,272 pounds) came from Germany. The United States supplied 223,726 poods (8,079,193 pounds), England 120,435 poods (4,349,148 pounds), Austria-Hungary, 85,526 poods (3,088,312 pounds).

The following paragraph is from a report by Consul Monaghan, of Chemnitz, dated June 6, 1897 (Consular Reports, No. 206, November, 1897):

One must not forget that Russia's great need just now is factories for furnishing materials for the great network of railroads, canals, and roads in course of construction all over the Empire. The Belgian, English, and French factories erected in various parts of Russia furnish the most modern machines, but they by no means begin to supply the demand. Everywhere, railroads, canals, and bridges are being built or projected, mines are being opened, and lands are being developed. The Caucasus, the Urals, Siberia, and the oil country about Baku and Batum offer every opportunity to energetic efforts. The country is so like our own, and its needs are so analogous to those of the United States, that every honest effort to gain trade must meet with sure and safe, if not quick, returns. While a knowledge of the Russian language is not essential, merchants and manufacturers would act wisely and well if they would choose agents who understand it. Unfortunately, it is one of the hardest of all tongues. Almost all the large business men, however, speak German and French.

CURRENCY.

In response to a request for information in regard to the reform of the currency of Russia, Mr. Preston, Director of the United States Mint, sent to the Department of State a copy of a letter from the financial agent of Russia, which gives full details in regard to the change. The letter reads:

WASHINGTON, D. C., *January 2, 1898.*

DEAR SIR: According to your desire, expressed in our personal interview, it gives me great pleasure to give you a short synopsis of our currency reform as established by the Imperial ukases of January 3, August 29, and November 14 (our style), 1897.

According to our laws, the standard of monetary unit was a silver ruble (p. 3, vol. 7, Revised Statutes of the Russian Empire), containing 18.02 grams of pure silver.

Besides silver coins, there were circulating as currency in Russia gold coins of various denominations (10 rubles, 5 rubles), containing, according to law, 1.161 grams of pure gold for every ruble, and the State credit notes issued by the State Bank of Russia.

Silver was the legal tender for the payment of taxes and dues to the Government for an unlimited amount.

There was no stipulation in the law as to the limit of payment to the Government of taxes and dues in gold.

All State credit notes were issued by the Bank of State, which was the only credit institution having the privilege of issue, and the whole property of the State was a guarantee for the exchange of notes for coin; but there was one express stipulation on the back of credit notes, that they are recognized at par with silver as legal tender for payment of taxes and dues to the Government.

Up to the year 1854, gold, silver, and credit notes were circulating at par, but since that year, when began the Crimean war, up to 1895, heavy expenses of two wars (1854-55 and 1877-78) and other political and economical events compelled the Government to suspend the exchange of notes for coin, which suspension lasted nearly forty years, bringing to the country all evils of the inconvertible currency, and paralyzing its economical development.

To eliminate this economical evil it was decided to make a great financial effort, and, as far as possible, the Government expenses were curtailed, the revenues raised, eliminating the deficit in the State budget.

Constant surpluses in the budget for the last fifteen years allowed the Government to accumulate a large reserve of gold (above twelve hundred million rubles) through external gold loans and production inside the country, bringing the national credit to such a position that, instead of borrowing at 6 per cent, as it did about fifteen years ago, it was possible to get gold at 3.2 per cent.

Having a sufficient amount of gold to resume the specie payment, and the expenses and revenues being so regulated as to be able to get always a surplus instead of a deficit, the Government undertook to deliver the country from the inconvertible currency.

The first question to decide was, What would be the new unit of currency?

According to our laws, the silver ruble was the unit of currency, but the value of silver has declined so much since our monetary laws were established that the value of pure silver contained in a coin of 1 ruble, expressed in gold, was only 45 kopecks, instead of 100, when the value of a credit note of 1 ruble was 66½ kopecks in gold.

The silver ruble being the standard of our country, the Government, of course, had the right to declare the exchange of paper rubles at par with silver; but the exchange

at such a rate would have fixed the silver standard in the country, and besides would have brought a great financial loss to all creditors.

In consequence of constant fluctuations of the price of silver, and the practically unlimited amount of that metal, which can be produced at low cost with the improved methods, and for other reasons, which would take too long to enumerate, silver was considered by the Imperial Government as entirely unfit to be used as the standard of monetary unit, and gold was accepted as the metal which is least subject to fluctuations of value, compared with other products which could be used as standards of values, and which is recognized as such by the leading commercial nations of the world; it was decided at the same time to use silver only for the subsidiary coins.

As to the value of the new unit of currency in gold, it was decided to give to the credit notes the value in gold which they have had in the average during the last three years in commercial transactions; that is, 66½ kopecks in gold, making it two-thirds of the value of the former gold ruble.

If the credit notes were made exchangeable for gold at the value of silver rubles (45 kopecks in gold) to which the Government had an undeniable right, according to our monetary laws, there would have been a great loss for creditors; and if the credit notes were made exchangeable for gold at the value of former gold rubles (100 kopecks in gold), which the Government had ample means to do in fact (not being obliged to do so *de jure*), there would have been a great loss to debtors, besides a great disturbance in the productive powers of the country, until they could adapt themselves to the new standard of values. Therefore, in order to introduce the currency reform without any perturbation of the existing economical conditions of the country, and in consequence of the above-mentioned reasons, it was decided to fix the value of the credit notes at which they had to be exchanged at par with gold, at 66½ kopecks of the former gold ruble.

The Imperial ukases of January 3, August 26, and November 14, 1897, framing into a law the above-mentioned principles, have definitely settled the currency question in our country on the following basis:

1. Gold will be henceforth the sole standard of value, and the new unit of currency will be a ruble, containing 0.7742 grams of pure gold, and equal in value to 51.45 gold cents of the United States currency.

2. Silver will be used for subsidiary coins only, and 1 ruble coin will contain 18.02 grams of pure silver as heretofore.

3. The State Bank of Russia will be, as heretofore, the only credit institution which will have the right to issue State credit notes, exchangeable at par with gold in the State Bank and all its branches to an unlimited amount. Both gold coin and credit notes are made legal tender to an unlimited amount. The issues of the credit notes by the State Bank, if needed by the expansion of commerce, will be so regulated that the amount of outstanding notes will never be allowed to exceed by more than 300,000,000 rubles the value of gold coin and gold bars deposited in the State Bank for their redemption. According to the last balance sheet of the State Bank on the 23d of November (December 5, 1897), the amount of outstanding State credit notes in bank and in circulation was 1,068,000,000 and the amount of gold in coin and in bars in the bank was 1,160,000,000 (\$596,000,000) or about 109 per cent of the outstanding notes.

4. The exchange of State credit notes at par with gold is guaranteed, besides the gold reserve, by the whole State property (about 600,000,000 acres of forest and 15,000 miles of railroads, besides Government lands, etc.).

5. Silver in the State Bank will not be included in the metallic reserve of the bank for the purpose of redemption.

Silver has been coined to the amount of 40,000,000 rubles, and the character of legal tender of the silver rubles has not been changed by the above-mentioned ukases, therefore, until it shall be decreed otherwise, silver coins will be a legal tender for all taxes and dues to the Government in an unlimited amount, but not between private individuals.

I have heard privately that it is intended to withdraw all 3 and 1 ruble credit notes, and substitute silver coins for them, but until this shall be decreed by the Imperial ukase it must be considered as a probability and not as a fact. The amount of silver coins in circulation will probably thus reach 100,000,000 rubles.

It is, I think, entirely useless to add that the currency reform does not concern in the least the creditors of the Imperial Russian Government, as all loans and interest will be paid as usual in the money in which they were contracted; that is, in francs, pounds sterling, dollars, marks, florins, etc.

This is, in a few words, the synopsis of our monetary reforms and their meaning. The details can be obtained, if desired, from the text of Imperial ukases,

Yours, respectfully,

M. DE ROUTKOWSKY,
Financial Agent of Russia.

Hon. WILLIAM B. HOWELL,
Assistant Secretary of the Treasury.

SERVIA.

The *Annales du Commerce Extérieur*, Paris, No. 12, 1897, gives the following figures in regard to the trade of Servia in 1896:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Austria-Hungary	\$3, 712, 162	\$9, 077, 755	Turkey	\$310, 537	\$383, 877
England	785, 546	.....	America	275, 804	.....
Germany	685, 150	484, 044	France	116, 958	84, 341

The value of the total imports, according to the same publication, was \$6,455,464, against \$4,550,264 in 1895; the exports in 1896 amounted to \$10,303,498, against \$8,374,357 in the previous year. Woolen and cotton goods are the chief articles in import, and animals and agricultural products are largely exported. The conditions of trade were better than in 1895, when the exports were seriously affected by the measures taken by Hungary to prohibit the importation of cattle from Servia. The raising of hogs is one of the principal industries of the country.

SPAIN.

An article in the *London Times* of May 4, 1898, says:

A report of special interest at the present moment has just been published by the Foreign Office. It is prepared by Mr. Harrison, the commercial attaché to the British embassy at Madrid, and deals exhaustively with the condition of trade in Spain and the position which that country occupies in the commerce of the world. Mr. Harrison gives a gloomy account of the state of affairs during the past year. Trade, he says, was depressed by present difficulties and dread of the future. Manufacturers, merchants, and workmen all suffer directly from the troubles of the country, and the accumulation of misfortunes exercises its natural influence on commerce. "As prices increase, consumption decreases and industry languishes, affecting all classes of the population. The rise in exchange on foreign countries, the crisis in agriculture, the heavy taxes, and the high duties imposed by the tariff now in force have decreased importations, and tend to limit them to absolute necessities and articles that can not be produced cheaply at home. Exports, although they have recovered during recent years from the loss suffered after the renunciation of the commercial treaties, are not really as beneficial to the producer as they appear. The want of capital, and consequent necessity to sell at once, make the manufacturer the ready prey of the speculator, who thus gains the greater share of the profits."

The actual condition of Spanish trade can be understood only when it is remembered that the commercial treaties and the normal state of trade came to an end in 1892, whence arose great fluctuations in imports and exports. Conventions were made with certain countries, and now there are four groups of nations having different commercial relations with Spain, and subject to different tariffs for their exports to that country. Spanish exports consist for the most part of agricultural and mineral products; but during recent years, owing to the colonial wars, coined money has been imported in large quantities. Manufactured goods are relatively of small importance. Thus, in 1896, the chief exports, in order of importance, were: Wine (15 per cent of the whole export trade), silver money (14.3), minerals (10.6), metals (9.6), fruit (8.8), and cotton cloth (5.4). The chief imports, and those which form the basis of the national income from customs duties, are codfish, cocoa, petroleum, wheat and other grain, spirits, sugar, coffee, and flour. These produce about 45 per cent of the total duties on imports. Sugar, spirits, coffee, and wheat flour are no longer of great importance, while wheat and other grain, which form by far the most important item, can not be considered a sure source of income, as the amount depends on the home crop and the demand for flour in Cuba. Petroleum, the next most important item, has every year more difficulty to contend with gas and electricity, and its general use is decreasing. Codfish is the most satisfactory source of customs revenue in Spain, and remains one of the staple articles of food there.

Of the total trade of Spain, excluding the precious metals, France had 25.4 per cent, the United Kingdom 23.9, Cuba 10, the United States 5.4, and all other countries under 5 per cent. Great Britain and France absorb more than half the exports, send nearly half the imports, and have very nearly half the total foreign trade; but Mr.

Harrison thinks that under French trade with Spain is included much that is in transit to other countries. Of the Spanish colonies, Cuba has 10, Puerto Rico 4, and the Philippines 3.9 per cent of the trade. The comparatively large imports from the United States (4.8 per cent) are composed of lumber and raw cotton. The total imports of Spain in 1896 amounted to over £33,500,000 (\$162,810,000) and the exports to over £38,750,000 (\$192,325,000), a total of £77,280,000 (\$375,580,800) of which Catalonia absorbed 32, Andalusia 20.9, Vascongadas 12.8, and Valencia 12 per cent, respectively. Mr. Harrison, referring to the scarcity of grain in Spain during the past winter, traces the customs legislation in that country in regard to wheat and wheat flour during the present century. It has undergone many changes. In 1890, the duties imposed were 8 pesetas (or francs) (\$1.54) per 100 kilograms of wheat and 13.26 pesetas (\$2.56) on flour, while in 1895 an extraordinary surcharge was imposed, making the duties 104 pesetas (\$2.02) on wheat and 17.30 pesetas (\$3.31) on flour.* Since 1869, imported wheat has been one of the chief sources of customs revenue, and in 1895 and 1896, yielded 17 per cent of the whole. The crop of 1897 was much larger than that of the previous year, and larger than the average.

As to the textile industries, the increased customs duties of 1892 have protected all home manufactures, chief among them being those of textiles. The markets thus created at home and in the colonies are only impeded by the heavy duties on raw materials, which cause Spanish textiles to be hardly cheaper than those imported. Although the result has been an appreciable gain in the receipts of the custom-house, general trade has declined and there is a large decrease in the quantity of goods consumed, as is evident from the fact that a decreased importation of raw materials does not prevent an increased exportation of manufactured goods. The present condition of the textile industry in Spain is purely artificial. In cotton goods, an average annual export amounts to 8,675 tons, and of this, only 271 tons are exported to foreign countries, making 96.87 per cent consumed in Spanish colonies. Of Spanish woollens, 76.4 per cent and of silks 88 per cent go to the colonies. The wine trade appears to be improving, Spain coming next to France and Italy in amount of production. Mr. Harrison thinks that, with more skill in their manufacture, Spanish wines should have no difficulty in commanding their own market. In 1896, Spanish mines produced over £4,250,000 (\$20,655,000) worth of minerals, valued at the mouth of the mine. Of this, lead came to over £1,500,000 (\$7,290,000), iron to over £1,000,000 (\$4,860,000), copper to less than £500,000 (\$2,430,000), coal to over £500,000 (\$2,430,000), and quicksilver and salt to about £250,000 (\$1,215,000) each. Shipping is a very important Spanish industry, and the tonnage of the Spanish mercantile marine is exceeded only by that of Great Britain, France, Germany, and Norway. In Spanish ports, British shipping holds the first place, the tonnage being four times greater than that of the national shipping, which comes second.

TRADE WITH THE UNITED STATES.

Consul Bartleman, of Malaga, says that the obstacles to United States trade are the absence of a commercial treaty, and the lack of direct communication and banking facilities. With lower duties, he continues, a large quantity of American hams, bacon, lard, and canned goods of all sorts would be consumed in Spain, as was the case some years ago, before Spain raised her duties on our products. Wheat, barley, corn, and oats, which are now largely imported from European countries, chiefly from the Danube, would also find a ready sale. American manufactures and products of all kinds are desired in Spain, but with the existing tariff, it is impossible to import to any extent.

Consul Adams, of Cadiz, says that United States tools would find a ready market, and also typewriters of expensive grades.

Consul-General Bowen, of Barcelona, under date of September 21, 1897, says:

It would seem that Spain's trade has not yet been very seriously affected by her military operations in Cuba and the Philippine Islands; still, there would be a very apparent decrease in the totals of exportations if the amount of supplies of all kinds sent out to the Spanish troops could be ascertained and deducted from the totals. This can not, however, be ascertained; and, therefore, until the Cuban trouble is ended, all statistics of Spain's trade must be accepted as somewhat misleading.

* On March 5, 1898, the duties on wheat and flour were temporarily reduced, as follows: New duty on wheat, \$1.15 per 200.46 pounds; on wheat flour, \$1.93 per 200.46 pounds. (See Consular Reports, No. 211, April, 1898.)

In conversations I have had lately with commercial travelers of foreign countries, I have learned that there is considerably less demand for foreign goods in Spain than there was a year ago, and that the outlook for trade is not very exhilarating. United States exports to Spain consist principally of cotton, petroleum, and staves, and amount, in normal times, to about \$18,000,000. During the present year, it seems likely that they will not amount to more than \$14,000,000. There is but little disposition shown by the Spaniards to buy our agricultural implements or our machinery. Our wheat they consider too fine, and such quantities as they import they mix with Russian wheat, which is coarser and, in their opinion, quite as wholesome. They consider our bicycles, on the other hand, the best obtainable in the world; but as ours are more expensive than the English, French, and German bicycles, comparatively few are imported here. It can hardly be said that bicycling is popular in Spain. It doubtless would be if Spanish women regarded wheels with favor; but they do not, for reasons consonant with their views of propriety, and therefore, as opinions change here very slowly, it is not likely that wheeling will be fashionable for several years to come.

Besides the price, that often deters Spaniards from buying foreign goods, there are also the questions of tariff and exchange to consider. Spain has a high protective tariff, and it operates adversely to United States interests, as we have no treaty with Spain according us the privilege of the lower rates of duties. As for the question of exchange, it is a serious one. Gold is at a premium of over 30 per cent. Seven years ago, 100 pesetas in Spanish silver or paper could buy 100 francs' worth of French goods. To-day, 130 pesetas would have to be paid for them. There is practically no gold in circulation in Spain. Silver, paper, and copper (all on a par with one another) are the only moneys actually used in local commercial transactions and in the custom-houses. Exchange being so high, the prices of food and of living are of course affected, and the general tendency is now to advance the prices of all commodities. Certain English, German, and French firms have, during the last two years, established factories in Spain so as to meet the peculiar economic conditions here more advantageously than they could by shipping their goods from their home houses, while other foreign firms, anxious to maintain their trade, send representatives here to study the situation and to make such concessions, in regard to price and time of payment, as they think satisfactory to their customers and compatible with their own interests. United States exporters should therefore understand that, except as to the quality of their goods, they are at a disadvantage in Spanish markets, and that they can compete with the English, Germans, and French only by the expenditure of much energy, time, and patience, and that, even then, the chances will be against their doing a large trade, as superior goods are not now in such great demand in Spain as cheap goods.

SWEDEN AND NORWAY.

According to statistics compiled by the United States Treasury, the trade of the United States with Sweden and Norway during the fiscal year 1897, was: Imports from Sweden and Norway \$2,500,118, a decrease of some \$800,000 as compared with the preceding year; exports to Sweden and Norway, \$5,463,641, an increase of over \$400,000 as compared with 1896.

SWEDEN.

Figures published by the *Annales du Commerce Extérieur*, Paris, 1897, No. 12, show that the total value of the imports in 1895 was 344,290,000 crowns (\$92,335,720) and of the exports 311,434,000 crowns (\$83,464,312). These figures do not relate to the special commerce, but include merchandise in transit. The imports, compared with the preceding year, showed a decrease of some 6,000,000 crowns (\$1,608,000) and the exports an increase of 3,000,000 crowns (\$804,000). The countries from which the principal imports came were, in order: Germany, England, Denmark, Norway, Russia, the United States, Belgium, France, and the Netherlands. The exports went principally to England, Germany, Denmark, France, the Netherlands, Norway, Russia, and Belgium. The imports from the United States in 1895 are given as 10,643,000 crowns (\$2,852,324) and the exports as only 82,000 crowns (\$21,976). The imports that showed the chief decrease in 1895 were coal and cereals. There was an increase in the iron and steel exported.

Consul Boyesen, of Gothenburg, says that the production of iron in Sweden for the six months ending June 30, 1897, was 516,500 tons, against 481,500 tons in the same period in 1896. One hundred and eight thousand three hundred tons of iron and steel were exported in the first six months of 1897, against 127,400 tons in 1896.

As to the opening for United States products, Mr. Boyesen thinks that machine tools, lathes, drills, typewriters, cyclometers, meat choppers, clothes wringers, padlocks, certain kinds of firearms, and other goods of this class, could be imported from America. Sweden, he says, is now manufacturing many goods that were formerly imported, and cheapness is essential in order to win the market. He mentions that catalogues from the United States are usually in English, while the Germans send papers in German, Swedish, and Russian.

Consul Winslow, of Stockholm, says:

The situation of Sweden and Norway is such that they must necessarily be large importers of yarn, wool, cotton, leather, coal, salt, machinery, fertilizer, colonial produce, and all kinds of canned fruits and foods. Grain and its products and provisions and meats must not be forgotten. Germany and France have been able to force their tinned goods on this market by taking particular care in properly packing them. The canned articles from the United States should be shipped so that the rough passage on the ocean will not allow the original packages to suffer. Too frequently, a consignment is rendered unsaleable by the unpleasant appearance of the goods. The cans should be packed in heavy paper, in something the same manner that eggs are sent to market in the United States.

The estimates on the grain crop have not been issued for the present year, but while the amount of the wheat crop is about the same in bushels as in 1896, the quality is so inferior that about 6,000,000 bushels will have to be imported. Russia has begun to ship some, but reports from her grain fields do not give hope of much from that quarter. Good, hard wheat is quoted in the open market at about \$1.06 to \$1.10, duty paid.

A new tariff went into effect January 1, 1898, and Consul Boyesen gives details as to the items in which United States exporters will be interested. The report will be found in full in Volume II of Commercial Relations.

NORWAY.

Consul Bordewich, of Christiania, says that the imports in 1896 were \$64,918,919, against \$60,081,081 in 1895. The exports were \$39,945,946, against \$37,108,108 the preceding year. The trade, he says, was larger in 1896, both in exports and imports, than in any previous year. The imports from the United States amounted to \$3,045,433, and the exports to that country were \$729,000. The consul gives the following statement of the chief imports to Norway, covering goods which come partly from the United States, and for which he thinks there would be an increased market:

Articles.	Value of part imported from United States.	Value of total import to Norway.	Articles.	Value of part imported from United States.	Value of total import to Norway.
Beef.....	\$103,028	\$763,595	Hemp, flax, jute, and linen.....	\$189	\$596,432
Pork.....	186,801	1,319,885	Yarn and thread.....	675	1,568,054
Butter, all kinds.....	99,300	411,540	Rope.....	378	210,405
Barley.....	2,000	1,824,324	Manufactures of wool.....	1,000	3,981,270
Wheat.....	8,864	273,378	Manufactures of cotton.....	2,135	2,218,270
Corn.....	20,973	49,730	Manufactures of hemp, flax, jute, and linen.....	None.	622,540
Rye.....	None.	4,119,600	Tallow, lard, and other fats.....	349,675	899,891
Eye meal.....	None.	1,221,756	Petroleum and kerosene.....	993,000	1,161,837
Wheat flour.....	77,600	1,505,200	Steamships.....	None.	2,366,243
Sugar.....	1,460	1,675,600	Machines and machinery.....	125,783	1,897,891
Sirup.....	18,650	396,480			
Tobacco.....	124,910	789,622			
Fruits.....	17,560	488,675			
Wines.....	3,163	1,264,135			
Cotton.....	76,324	560,702			

The exports from Norway, says Mr. Bordewich, were as follows during 1895 and 1896:

Character of exports.	1895.	1896.
Products of forestry and wood industry	\$11, 870, 000	\$14, 128, 000
Fishery products	12, 143, 300	11, 097, 300
Other Norwegian articles	10, 601, 900	11, 984, 000
Reexported foreign goods	2, 397, 300	2, 798, 100
Total	37, 102, 500	39, 938, 000

Consul Man, of Bergen, says that the exports are distributed as follows:

Canned fish: Germany, Sweden, and United States.
 Dried fish: France, Spain, United States, Italy, and Sweden.
 Fish oil: Germany, England, United States, and Holland.
 Fresh fish: England and Germany.
 Lumber: England, Belgium, Germany, Holland, France, and Africa.
 Matches: India, United States, and China.
 Salted herring, anchovies, etc.: Germany, Russia, United States, Sweden, and England.

Skins: Germany and United States.

The imports come from the following countries:

Germany: Bacon and pork, clocks and watches, coal, earthen, stone, and china ware, glass and glassware, iron and steel, leather, paints, varnishes, silk, wool, and cotton manufactures, sugar, sirup, and wine.

England: Coal, earthen, stone, and china ware, iron and steel, paints and varnishes, silk, wool, and cotton textiles, and sugar.

Belgium: glass and glassware.

Holland: earthen, stone, and china ware, and sugar.

Sweden: Butter, margarin, and lard, iron and steel, and leather.

Russia: Cereals.

Denmark: Butter, margarin, and lard.

Switzerland: Silk, wool, and cotton textiles.

Italy and Spain: Salt. Spain also exports wine.

France: Flour.

United States: Bacon and pork, butter, margarin, and lard, clocks and watches, cotton, iron and steel, leather, petroleum, sirup, and wheat flour.

UNITED STATES PRODUCTS IN NORWAY.

Mr. Bordewich says:

The new Norwegian tariff went into effect August 7, 1897, and affects American trade in many branches.

Flour.—The duties on flour of wheat were left at the old rate of 53.6 cents per 100 kilograms (220.46 pounds). As compared with the duty on other cereals, it seems to me to be very high. As far as I can learn, the reason is that the Norwegian Government considers wheat flour somewhat of a luxury. This view may be right in a country where nearly all classes are using breads from rye and barley, but considering the cheapness and superiority of wheat, its merits ought to be recognized and it ought to find increasing sales. It will also be observed that the rates on flours of all kinds are high compared with the rates on unground grain. The reason is that the Government wants to protect its own flour mills, of which there are about 300, mostly small affairs, employing some 1,800 men. It should be observed, however, that only two or three of these mills are prepared to grind wheat. Norway imports nearly \$1,505,200 worth of wheat flour, and of this only \$77,600 worth comes from the United States. Most of it comes from France, Belgium, and Germany. The flour imported from these countries is mostly of a superfine grade, and is largely used for pastry and culinary purposes. Some of the flour entered as of German make is really American flour in transit.

Pork and beef.—The increased rates on pork and beef are meeting with much disapprobation. The law favors the larger farmers, who constitute only a small part of the population, at the expense of the coast people and inhabitants of towns and cities. There has been much newspaper comment about the matter. The new tariff

on beef cattle is also enforced on cattle imported from Sweden, from which country they are freely brought. This change may increase the importation from other countries, who are thus placed on the same footing, except as to distance, with Sweden. Prior to the new tariff, animals from the latter country were subject to no tariff duties whatever.

Bicycles.—The American bicycle does not find the favor it so justly deserves. One of the principal dealers, a man who thoroughly understands his business and who sells wheels manufactured in the United States, in England, and Germany, informs me that he sells but few of the American makes, for the reason that they are considered too light for use on the rough, stone-paved streets of most Norwegian towns. He admitted that the wheel had many advantages otherwise. There are in Christiania about 5,500 wheels of all makes in use, and a fair estimate for the whole country may be placed at 14,000. There is every reason to believe that there will be an increased demand for the article in this country. Norway imported in 1896, 3,306 bicycles from foreign countries. They are now forming a company in Christiania for the manufacture of bicycles, but on so small a scale that the foreign article will still find a good market. This is to be a branch of a manufactory for bicycles now in operation in Sweden. Bicycles of German make are the lowest priced in the market, but for finish and quality the American and English articles rank highest.

Machinery.—In machinery and mechanical appliances, the American manufacture is generally considered to excel. American farm machinery is quite freely sold here, but the Swedes are great imitators and have of late years begun to compete. Some of these articles are also manufactured in Norway.

Furniture.—Knocked-down American furniture should find a good market here, both on account of cheapness and finish. The United States manufacturer, besides possessing the best labor-saving machinery, has access to an abundance of the finer woods. Barber chairs on the American principle, but not too expensive, should be tried in this market.

Grain.—It looks to me as if the American farmers might with profit turn their attention to the raising of rye and barley for this market. If the price of wheat should decline again, it would pay. Most of the grain is imported from Russia, where the crops this year, with the exception of those in Siberia, were poor.

Linen, hemp, flax, and jute.—The Norwegians, being a seafaring people, use a great deal of canvas and rope for their shipping, as well as lighter ropes, yarns, and threads for their fishing nets and seines. Of the raw product, there was imported in 1896 \$596,432 worth, and it is estimated that more than \$1,000,000 worth of manufactured goods for these purposes is yearly imported, cotton threads for herring nets being included in the latter figures. Of all this, scarcely anything comes from the United States; it comes from Russia, Germany, France, and Belgium, and some also from Spain. It seems to me that the United States, with her advantages, ought to enter into competition with these countries in the business. In many of the Western States, flax is raised for the seed only; the straw is burned or left to rot on the ground.

Leather and shoes.—American leather is deservedly in great demand in this country, and of about \$1,000,000 worth imported in 1896, over \$400,000 worth came from the United States. Ready-made boots and shoes have also of late years been imported from there, and owing to the perfection arrived at by the American manufacturers, there will in all probability be increased demand.

Rubber goods.—Rubber goods, rubbers, overshoes, as well as other articles of rubber, are imported from Scotland, England, Russia, and the United States. The article from the United States is decidedly the best, and prices are the same as asked by others.

Miscellaneous.—Many American goods come here in a very roundabout way. Of the \$739,622 worth of tobacco imported yearly into Norway, only \$124,910 worth comes from America, the rest from Germany, Great Britain, and the Netherlands. Much of this is American tobacco originally. The same is the case with sugars and sirups. Of wine, of which the annual import amounts to \$1,250,000, only \$3,162 worth comes from the United States. How much American wine goes to southern Europe, there to be manipulated and afterwards sold to this and other countries, it is difficult to estimate, and I shall not attempt it. Flour often comes here from America indirectly. Goods imported into Norway do not require to be marked so as to show country of origin or manufacture. For this reason, it is next to impossible to make even a tolerably correct estimate of what goods coming from other countries were originally from America.

The demand for American goods in Norway ought to increase. Prices of the common articles of merchandise are such that the United States producer and manufacturer can well afford to enter into competition with those of other countries in this market. One complaint with the buyers of our goods is that too short credits are given. From German and English houses, they get three and four months' credit on consignments, while they get almost none from the American.

Speaking of the opening for United States manufactures, Consul Man says:

There is an excellent market here for our manufactured goods, as competition with home manufacturers is practically nothing, the main competitors being Germany and England. Their close proximity and indefatigable efforts naturally necessitate vigorous action on our part. The following articles could undoubtedly be sold here: Shoes, builders' materials, hardware specialties, tools, agricultural implements and machinery, lanterns, folding beds and moderate-priced furniture, watches and clocks, wooden and galvanized metal pulleys, and fish netting and fittings. Among the foregoing, some are already found here, such as shoes, watches and clocks, and agricultural implements. Agricultural machinery is getting to be somewhat known, and the advantages of its use are being recognized. * * * Our cheap wood stoves would, I believe, find a good market throughout the country districts.

Consul Bordewich speaks of the preponderance of imports from Germany, amounting in 1896 to \$17,280,000. The exports to Germany were \$4,820,000, giving a balance of trade in favor of Germany of over \$12,000,000. Even when it is remembered that some of the German imports are of United States and other foreign origin, the balance will remain largely in Germany's favor. The consul urges earnest effort on the part of American manufacturers to secure the market, and advises the sending of commercial agents and the granting of longer credits.

The tax on foreign commercial travelers, either in Sweden or Norway, is \$26.80 per month.

SWITZERLAND.

Vice-Consul Hinnen, of Berne, gives the trade of Switzerland in 1896 in the special commerce as follows: Imports, \$189,714,821, a gain of \$12,954,964 over 1895; exports, \$132,064,324, an increase of \$4,678,070 over the preceding year. The value of precious metals is omitted from these figures. The trade, according to the principal countries, was:

Countries.	Imports.	Gain over 1895.	Exports.	Gain over 1895.
Germany	\$58,859,830	\$5,998,355	\$33,246,325	\$1,514,964
Austria-Hungary	13,782,632	984,134	7,799,740	229,271
France	34,879,204	7,550,560	15,636,090	1,252,871
Italy	26,498,438	.....	7,558,555	.....
Belgium	4,664,718	59,401	2,191,342	76,876
England	9,979,415	836,632	28,372,562	8,279,480
Russia	12,574,112	649,804	4,708,119	288,003
Spain	3,009,018	24,275	2,128,342	.....
United States	6,576,837	.....	13,609,375	.....
Brazil	2,710,193	141,713	910,960	.....
Asia	6,125,161	.....	6,021,911	1,425,688
Africa	2,012,273	.....	1,072,756	65,789

The decrease in imports was: Italy, \$3,909,769; United States, \$916,448; Asia, \$745,021; Africa, \$972,156. There was a decrease in exports to Italy of \$8,888, to Spain of \$152,450, to the United States of \$3,948,767, and to Brazil of \$211,817.

Mr. Hinnen calls attention to the fact that Germany is still the leading country with which Switzerland trades. The export to the United States in 1896 was twice as large as the import from that country, although it was less than in 1895.

UNITED STATES TRADE WITH SWITZERLAND.

Consul-General Richman, of St. Gall, notes that the United States ranks seventh as a market selling to Switzerland and fourth as a market buying from Switzerland. The bulk of Swiss exports, he says, are manu-

factures of silk and cotton, food products (cheese and condensed milk), and clocks and watches. As regards imports from the United States for the years 1895 and 1896, the figures show a slight decrease in the items of wool and woollens, furniture, lumber, paper, seed, hay, etc., chemical preparations, india rubber, and leather. A considerable decrease is to be noted in the items of raw cotton and watches with nickel cases. Increases are notable in petroleum, raw tobacco, agricultural and domestic machines, and corn, and slight in raw silk, iron manufactures, lard, preserved meats, dried fruits, and molasses and sirups. Small quantities of oats, as well as a few horses and bicycles, appear in the figures for 1896 and not in those for 1895.

In the first six months of 1897, an increase is marked in imports of iron (crude and manufactured), seeds, hay, agricultural and domestic machinery, cycles, petroleum, oats, dried fruits, and horses.

Consul Gifford, of Basel, says that it is probable that the real position of the United States as a country exporting to Switzerland is more favorable than is indicated by the statistics. Many thousands of dollars' worth of American merchandise finds its way indirectly into the country through Germany and England. This changes somewhat the appearance of inequality in the trade relations of the two countries. This inequality, moreover, appears less flagrant in 1896 than in the previous years, by reason of the sudden and important diminution in American imports from Switzerland. The loss of about \$4,000,000 in the export trade as compared with 1895 places the United States in the fourth instead of the third as a customer for Swiss goods.

Mr. Gifford continues:

This decrease in American trade, however, is probably only temporary and is not likely to persist during the current year. So far as Switzerland is concerned, it was made good even last year by the demand in England for some of the most important articles, which found a less ready market in the United States, particularly silk goods and watches. For the latter article, Japan proved, for the first time, a considerable purchaser, and promises to become a valuable customer in the future. This immediate discovery of a substitute for a market supposed to be lost is characteristic of the people. The praise that has been so freely bestowed on the German manufacturer as an "active merchant" is richly deserved, but the Swiss is his peer, if not his master. The promptness and sureness with which exporting manufacturers found at once a way of disposing of products which they anticipated would be nearly or quite excluded from the United States by the new tariff, illustrates admirably the suppleness and energy of these well-equipped tradesmen. They exhibit the same qualities, too, in the readiness and success with which they at once conform the style and quality of their products to new exigencies of fashion or to new customers. They even pass from one branch of manufacture to another if circumstances require it.

For manufactured articles, adds the consul, the country suffices, and must suffice, in large measure, for itself. It readily accepts new inventions and novelties, and it is in this direction that American manufacturers have the best prospect of success. It is obvious that as far as breadstuffs and raw materials are concerned, the situation of the United States as an exporter changes from year to year. There are hardly any assignable limits, says Mr. Gifford, to the expansion of American trade in years of European crop failure. Swiss bakers prefer Hungarian or other European wheat at the same price as that at which the American product can be obtained. But every year, more or less wheat and flour from the United States find their way into the country, in spite of the alleged "lack of gluten."

Consul Germain writes from Zurich:

American bicycles, gas, steam, and water fittings, builders' hardware, and many other articles are securing a better foothold, and little by little are gaining ground. These lines are obtaining a good share of the Swiss trade, to the detriment of other foreign competitors. If our people will continue in their efforts, keep up the grades,

and give full values, it is, in my opinion, only a matter of time when America will get her full share, and more, of the Swiss trade.

American-made shoes have made their appearance to some extent in Switzerland, and I am sure, when once well introduced, will be appreciated, the make, finish, style, and quality, of American shoes being superior to anything in that line made anywhere else in the world.

The United States furnished twice as much pitch-pine wood as in the preceding year, a great part being used for bridge building in Berne, where it was used for piling. The imports of furniture into Switzerland increased in value from \$597,180 in 1895 to \$820,663 in 1896, the bulk coming from Germany and France, with but little, I regret to say, from America.

The decrease in the exports of silk to the United States is due not only to the unfavorable season in general, but also to the steadily increasing competition of the American silk industry, which undoubtedly will continue to grow under a favorable protective tariff; and it is expected that Swiss exports to the United States will gradually decline to a minimum in the near future.

As regards the trade in machinery with the United States, the most important feature is the great increase in imports of American agricultural machinery, which, from 103 tons, valued at \$20,540, imported in 1895, reached a total of 331 tons, valued at \$70,847, in 1896; further, the Swiss imports of American cast-iron goods increased from 130 tons, worth \$17,186, in 1895, to 265 tons, worth \$37,142, in 1896. Imports as well as exports in common hardware show little changes, while Swiss exports of dynamos and accessories have increased from 48 tons, worth \$19,060, in 1895, to 57 tons, worth \$28,262, last year.

A good demand sprang up during last year, and especially during the first six months of the present year (1897), for American bicycles, \$8,510 worth of this article having been imported in 1896; and I predict that the year 1897 will show a great increase, probably double or more. American bicycles have come to stay. Their finish and lightness help their sale, and a bicycle dealer in Switzerland is not "in it" any more if he does not carry the United States article. A couple of years ago, no American bicycle could be found on sale in Switzerland, and now, they are everywhere and will soon drive out to a large extent other wheels of inferior makes.

Consul Morgan, of Horgen, also thinks there is a good opening for bicycles, but competent agents, speaking both French and German, should be sent to canvass the country. Quantities of circulars are sent to Switzerland, but they are nearly always in English, and are wholly ineffectual in obtaining trade. Even when in German, circulars do little good. He says:

I am sure that an American agency, doing business on the installment plan, would have large sales. * * * It would save the profits of the intermediate agencies in England, France, and Germany. There are many people who would buy if they could do so on the installment plan. * * * There would be but small risk to the seller, for the collection law of Switzerland is very stringent, and the losses by bad debts would amount to a minimum.

SWISS TRADE WITH OTHER COUNTRIES.

Speaking of the importance of Germany as an export market to Switzerland, Mr. Gifford says that manufactured articles hold a relatively insignificant place beside the immense quantities of coal, iron, and even wood that are required for the support of the various branches of Swiss industry. He continues:

In consequence of the renewal of the commercial treaty with France, that country again figures as the second source of supply, in place of Italy, which had attained that rank during the "customs war" of three years' duration. The imports from France in 1896 amounted to \$8,000,000 more than in 1895. Of this sum, breadstuffs, sugar, and wine constitute a full fourth, with iron and the precious metals in a like proportion. Manufactured articles, wool, leather, and watches, which compete with domestic and German products, figure for an eighth of the increase. England increased both its imports and exports in a somewhat remarkable degree, taking from Switzerland considerably more watches, embroideries, and silk goods, and selling an increased quantity of textiles and iron.

The following paragraphs are also taken from Consul Gifford's report:

An adverse balance of trade, and a relatively large one, is natural and normal in a country like this, which is compelled to import two-thirds of all it consumes. At least, no disquietude is generally expressed on this subject, though about one-

third of what is produced finds a market elsewhere. But the increase of the balance of imports over exports has been so rapid during the last few years, mounting from \$40,000,000 in 1894 to \$50,000,000 in 1895 and to \$60,000,000 in 1896, that the report of the Swiss Trade and Industry Association for the last year mentions the matter with some show of apprehension. But the increased value of imports in 1896 is accounted for partly by the advance in the price of articles of prime importance, particularly breadstuffs. For instance, 1,500,000 bushels of wheat were imported last year in excess of the quantity received in 1895. * * * Consolation is derived from the fact that the economical condition of the people is such that they can afford to indulge in what formerly would have been considered luxuries. * * * It is argued, therefore, that the excess of imports may be regarded as an evidence of increasing wealth and of a high degree of economical development.

How remarkable this development is, especially in the direction of industry and commerce, is strikingly set forth in the following extract from the introduction to the Federal commercial statistics for the years 1895-96:

"There are few countries whose economical situation is so intimately connected with the commerce of the world; so dependent upon it, in fact. The small size of the country and its poverty in minerals compel Switzerland to have recourse to foreign countries for numberless necessities as well as for practically all the raw material used in its manufactures. Year after year, we purchase abroad about half of our means of subsistence, while we sell only a third of our manufactured products. This is a unique situation. In proportion to population, the foreign commerce of Switzerland gives it the first rank among European states, with the doubtful exception of Holland, whose statistics include very important quantities of goods in transit and coined metals. Eliminating this item of coin, our foreign commerce, measured in actual figures, is larger than that of Spain and entitles us to the eleventh rank among European countries."

If it be remembered that Spain has six times the population of Switzerland, and has direct maritime communication in all directions, the relative prominence of the little republic as a commercial state seems still more remarkable.

TURKEY.

Consul-General Short sends from Constantinople the following statement of the trade of Turkey during the fiscal year ending March 12, 1894:

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
America	\$661,437	\$90,240	Italy	\$2,067,383	\$2,747,717
Austria	5,846,069	22,719,569	Japan	48	141,842
Belgium	258,030	2,929,496	Montenegro	21,213	54,834
Bulgaria	1,590,350	5,417,662	Persia	75,675	2,954,964
Denmark	444	1,118	Roumania	1,050,123	3,145,499
Egypt .....	.....	2,699,076	Russia	1,474,919	6,619,493
England	25,238,326	39,841,913	Samos .....	.....	4,323
France	15,656,329	12,060,617	Servia	296,100	291,046
Germany	1,296,513	1,239,492	Spain	44,865	.....
Greece	1,058,901	1,883,338	Sweden	19	232,935
Holland	1,746,086	606,190	Tunis	1,789	89,844

The total exports were \$58,354,628, against \$68,519,184 in 1893, a decrease of over \$10,000,000. The imports amounted to \$105,770,107, against \$107,654,735 in 1893, a decrease of \$1,884,000. Tobacco statistics are not included in the above figures, this industry being controlled by the administration of the tobacco monopoly. The amounts given by the administration for the above period are: Exports, 31,467,544 pounds; imports, 5,634,235 cigars; 16,139 pounds chewing tobacco; 25,184 pounds snuff.

Later statistics than those for 1894, says Mr. Short, are not available, but it is probable that both imports and exports have decreased on account of the political conditions prevalent in the Ottoman Empire. During the six months ended June 30, 1897, exports to the United States were \$1,413,589, against \$962,187 for the same period of 1896, but

this was due to the desire of exporters to send goods before the passage of the tariff bill.

"The methods of increasing United States trade," says the consul-general, "have already been dwelt upon and there are few additions to make. First of all, there ought to be established direct means of communication between the principal American ports and Constantinople at least once a month, which would diminish delay in transportation and offer lower rates of freight. Second, broad terms of credit should be allowed customers, such as are offered by European manufacturers. Third, competent agents, speaking the languages of the country, should be selected and supplied with samples, illustrated catalogues, etc. Fourth, some kind of universal market or bazaar should be opened, where exhibits of American goods might be kept for the inspection of the buyers."

UNITED KINGDOM.

Consul-General Osborne, of London, says:

The total imports into the United Kingdom in 1896 exceeded in value the imports of any of the past fifteen years, showing an increase over 1895 of no less than \$125,596,730—more than three times the increase shown in 1895 as compared with 1894. Of this large increase, the imports from the United States alone show an excess of nearly \$100,000,000, the actual increase amounting to \$98,992,430.

The value of exports of British and Irish produce from the United Kingdom in 1896 also shows a large increase, the total exports being valued at \$1,200,727,755, an excess over 1895 of over \$70,000,000; on the other hand, the value of exports of foreign and colonial produce decreased over \$17,000,000; the net increase in the value of exports of all kinds from the United Kingdom totaling thus rather more than \$50,000,000, or about 50 per cent less than the increase of imports into the United Kingdom from the United States alone.

The principal countries showing large increases in their imports into the United Kingdom other than the United States, already above mentioned, were: Belgium, \$8,000,000; France, \$13,000,000, and Roumania, \$5,000,000; the principal decrease, Southern Russia, over \$12,000,000.

The foreign countries to which the exports from the United Kingdom were most largely increased were: Germany, \$6,000,000; Holland, nearly \$6,000,000; Argentine Republic, \$7,000,000; China, \$7,500,000; Japan, \$7,000,000.

COMMERCE IN 1897.

An article in the *Statist*, London, January 8, 1898, says:

The foreign trade of this country for 1897 has been the largest in its history, the total value of our imports, exports, and reexports reaching £745,423,000 (\$3,622,755,780), as against £738,187,000 (\$3,587,588,820) in 1896, and only about £682,000,000 (\$3,314,520,000) in 1894. The increase has been entirely in imports and reexports, our imports for the year having exceeded those of 1896 by over £9,429,000 (\$45,824,946), or over 2 per cent, and our reexports having increased £3,600,000 (\$17,496,000), or 6.40 per cent. Our exports, on the other hand, declined £5,795,000 (\$28,163,700), or 2.41 per cent. The excess of our imports over our exports for 1897 has also been the largest ever witnessed, amounting to the huge total of £157,055,000 (\$763,287,300) as against only £92,441,000 (\$449,263,260) in 1896. The growth in imports for the past year has been almost entirely due to our huge purchases of produce from the United States, from whom we have bought goods to the value of £114,600,000 (\$556,956,000), in contrast with £106,400,000 (\$517,104,000) in 1896, an expansion of nearly 8 per cent. On the other hand, the United States has bought only about £1,000,000 (\$4,866,000) more goods in 1897 than in 1896.

To show what proportion of our trade has been with the United States in the past

three years, we give below our imports and exports to the United States and to other countries:

IMPORTS.

	1897.		1896.		1895.	
Other countries ..	£236,607,000	\$1,635,910,020	£235,433,000	\$1,630,204,380	£230,140,000	\$1,604,480,400
United States...	114,631,000	557,106,660	106,276,000	516,801,360	85,549,000	415,768,140
Total	451,238,000	2,193,016,680	441,709,000	2,146,705,740	415,689,000	2,020,248,540

EXPORTS.

Other countries ..	£213,005,000	\$1,635,204,300	£219,710,000	\$1,667,790,600	£198,180,000	\$963,154,800
United States...	21,345,000	103,736,700	20,435,000	99,314,100	27,948,000	135,827,280
Total	234,350,000	1,138,941,000	240,145,000	1,167,104,700	226,128,000	1,098,982,080

To show in which directions our import trade has most expanded, we contrast below the value of the principal articles received in 1897, 1896, and 1895:

Imports into United Kingdom.

	1897.	1896.	1895.
Corn, etc	£53,579,000	£52,800,000	£49,723,000
Cotton, raw	82,195,000	36,272,000	30,429,000
Meat	27,368,000	24,752,000	23,763,000
Wool, raw	24,487,000	24,958,000	26,025,000
Wood and timber	23,637,000	19,402,000	15,743,000
Butter and margarine	18,402,000	17,842,000	16,802,000
Silk manufactures	16,912,000	16,606,000	15,237,000
Sugar	16,198,000	18,539,000	17,897,000
Woolen manufactures and yarn	11,510,000	11,563,000	12,105,000
Animals for food	11,380,000	10,488,000	8,966,000
Tea	10,443,000	10,651,000	10,243,000
Flax, hemp, and jute	9,109,000	9,237,000	9,716,000
Leather	7,648,000	7,594,000	8,050,000
Oils	7,641,000	8,459,000	8,112,000
Wine	6,438,000	5,946,000	5,448,000
Cheese	5,886,000	4,900,000	4,075,000
Copper	5,793,000	5,714,000	4,639,000
Iron manufactures	5,772,000	4,575,000	3,298,000
Iron ore, bars, etc.	5,241,000	4,507,000	3,622,000
Eggs	4,357,000	4,184,000	4,003,000
Cotton manufactures	3,954,000	3,525,000	2,981,000
Coffee	3,571,000	3,559,000	3,778,000
Miscellaneous	139,768,000	135,564,000	131,434,000
Total	451,239,000	441,809,000	416,689,000

Most of our important industries have done worse in 1897 than in 1896, so far as values reflect the condition of trade. The greatest contraction has been in the exports of cotton goods. The woolen and worsted trade has also suffered severely. On the other hand, the iron and steel trade has been active, the exports for the year, irrespective of tin plates, having reached £21,602,000, as against £20,766,000 in the previous year. Notwithstanding the strike in the engineering trade, the machinery exports have only declined about £732,000. To show the effect of the dispute, we contrast below our exports of machinery for the seven months to the end of July and the five months during which the dispute has lasted. It will be seen that in the first period our exports expanded over 5 per cent, while in the latter period they have fallen off over 17 per cent. Had it not been for the dispute, it is therefore probable that, instead of showing a decline of £732,000, there would have been an expansion of £850,000 for the year:

	1897.	1896.	Increase or decrease.
Seven months	£10,367,000	£9,849,000	+ £518,000
Five months	5,915,000	7,165,000	-1,250,000
Year	16,282,000	19,014,000	732,000

We contrast below the exports of our principal products for the twelve months of 1897 with the corresponding periods of 1896 and 1895:

Exports from United Kingdom.

	1897.	1896.	1895.
Cotton manufactures.....	254,061,000	259,310,000	254,455,000
Cotton yarn.....	9,932,000	10,044,000	9,291,000
Total cotton goods.....	63,993,000	69,354,000	63,746,000
Woolen and worsted manufactures.....	15,983,000	18,209,000	19,738,000
Woolen and worsted yarn.....	4,842,000	5,655,000	5,372,000
Total woolen and worsted.....	20,825,000	23,924,000	25,110,000
Iron and steel ¹	21,603,000	20,766,000	15,441,000
Machinery.....	16,282,000	17,014,000	15,150,000
Coal, cinders, and fuel.....	16,659,000	15,156,000	15,424,000
Apparel, etc.....	9,878,000	10,474,000	9,307,000
Chemicals, etc.....	8,675,000	8,243,000	8,288,000
Linen manufactures.....	4,774,000	5,031,000	5,351,000
Tin plates.....	3,037,000	3,036,000	4,239,000
Copper.....	2,530,000	2,544,000	2,819,000
Cycles.....	1,431,000	1,856,000	1,386,000
Railway carriages and trucks.....	1,770,000	1,451,000	791,000
Miscellaneous.....	62,893,000	61,396,000	59,066,000
Total.....	234,350,000	240,145,000	226,128,000

¹ Exclusive of tin plates.

Consul Smyth sends from Hull a clipping from the Manchester Guardian, November 18, 1897, in regard to the trade for the first nine months of 1897. A portion of the article is as follows:

In the shipments to foreign markets, the following are the more considerable instances of decrease and increase:

To—	Nine months.		Increase.	Decrease.
	1896.	1897.		
Germany.....	\$83,256,147	\$78,217,986	.....	\$5,038,161
China.....	25,385,493	21,832,680	.....	4,052,813
Japan.....	22,729,581	21,383,717	.....	1,345,864
Chile.....	9,997,789	8,234,590	.....	1,763,199
Brazil.....	24,599,987	18,923,135	.....	5,676,852
Uruguay.....	5,394,421	2,886,464	.....	2,507,957
Argentine Republic.....	24,473,265	17,130,610	.....	7,342,655
Colombia.....	4,827,738	4,554,492	.....	273,246
Venezuela.....	2,985,144	2,209,313	.....	715,831
United States.....	77,565,138	85,156,265	\$7,591,127	.....
Italy.....	19,134,598	21,319,224	2,184,626	.....
Bulgaria.....	870,595	1,647,019	776,424	.....
Roumania.....	4,896,829	5,896,210	499,381	.....
European Turkey.....	7,087,584	9,182,575	2,094,991	.....
Asiatic Turkey.....	10,191,735	12,685,016	2,493,281	.....
Egypt.....	13,081,029	15,498,905	2,417,876	.....

The most discouraging feature in the exports to foreign countries is the great decline of shipments to the Argentine Republic, Brazil, Uruguay, and Chile, which amount altogether to \$17,290,663, or more than 26 per cent, the total amount having been \$64,465,462 in the first nine months of 1896, against only \$47,174,799 this year. There is also a much smaller, though still considerable, diminution in the exports to the Central American States. All these markets, as well as India, usually take enormous quantities of cotton goods, and in the face of the evidence here presented, of lessened trade with such great outlets east and west, it can be no matter for surprise that business in the Manchester cotton-goods market has been in so depressed a condition during the present year, especially in respect of prints, which form a large part of the exports to India and South and Central America. On the other hand, Turkey has taken more this year by nearly \$5,000,000, the greater part of which consists of cotton manufactures and yarn. This increase represents, how-

ever, nothing more than a recovery from the depression experienced in 1896 as a consequence of the previous Armenian disturbances. The continued improvement in the exports to Egypt is more satisfactory, because it signalizes a steady and progressive expansion, brought about by the economic advancement of the people. It is probable that the exports of British productions to that country in 1897 will reach quite \$21,000,000, against \$18,398,694 in 1896 and \$16,310,419 in 1895. The expansion of the export trade with the United States is less encouraging than the figures in the last table seem to indicate. It is due, of course, entirely to business done in the first half of the year in anticipation of the higher import duties imposed by the Dingley tariff act, and it is doubtful whether, when the accounts for the whole of the current twelve months are made up, the aggregate exports of the British productions to the United States will much exceed \$100,000,000, against \$99,565,976 in 1896 and \$136,109,453 in 1895. On the whole, the statistics with which we are dealing do not present a very cheering prospect. The three principal groups of markets to which we must chiefly look for substantial improvements are India, South America, and the United States, and although in each of these there are grounds of hope for a better state of business, these are not so solid or so well assured as to justify anything like a confident prediction of an early important recovery.

INDUSTRIAL CONDITIONS.

An article in the *Glasgow Daily Herald*, December 15, 1897, transmitted by Consul Taylor, of Glasgow, under date of December 21, reads:

Last evening the Right Hon. Leonard H. Courtney, M. P., delivered his address as president of the Royal Statistical Society. He took for his text the propositions enunciated by the late Professor Jevons on the question more than thirty years ago and examined in the light of subsequent experience how far these had been verified or refuted. At the time of the publication of Jevons's famous book serious anxiety was engendered as to the future of our national prosperity. But there were not wanting even then many who thought his warnings overstrained, and questioned the support given to them by John Stuart Mill and Mr. Gladstone. Jevons did not really look to a point of time when our coal reserves would be exhausted or even to a time when the depths of their working would stop further supplies. What he did was to point out that if the rate of progress which had been realized for many years at the time he wrote could be supposed to be maintained, the actual consumption would within a comparatively brief time overreach the means of supply, and he therefore deduced that the rate of increase which had been noted could not be upheld. As regarded the fact of an abatement of the rate of progress, the figures of experience abundantly justified the anticipation of Jevons.

In the year 1896 the amount of coal raised was almost exactly 30 per cent below what it would have been had progress been unchecked. Moreover, though the money price of Newcastle coal was less in 1896 than in 1860, its relative cost was really greater. It was true that the increase of cost in England and Wales was not very considerable, and quite recently has shown a tendency to fall rather than to rise. We would find the explanation of this in the fact that coal in the United States produced at the pit's mouth with an abundance and a cheapness restraining the possibility of further increase in price here. The time when the coal production of the States should equal that of Great Britain was now at hand, if not already reached, and the significance of this fact was heightened when we compared the average price of coal at the pit's mouth in the two countries. In the earlier years the price was lower with us than in America, but since 1889 this had been reversed, the American price being generally 20 per cent less than the corresponding price here, while in one year it was 36 per cent less. The course of our iron trade had been influenced by changes in the demand elsewhere, especially in the United States, rather than by changes in the condition of production at home. High import duties had tended to check our development, and it had only been when local demands had overreached local supplies that our export trade had been stimulated to a concurrent rise in quantities and prices. Tariffs had interfered with that continuous development of our industries which Jevons contemplated, and their operation must be admitted to have modified the verification of some of his conclusions.

The time had been reached, however, when the conditions of our supremacy were vanishing, since not only the total produce of coal across the Atlantic was nearly abreast, and of iron was in excess of our own, but the average price of American coal was below ours, whilst the average price of iron and steel had almost approached equality. It might be asked whether the time was not at hand when the production of the States satisfying, and more than satisfying, their own demand may bring about competition in neutral markets, pressing with more severity upon

ourselves than anything we had hitherto expected. There had been a considerable rise in the proportion of commodities imported into our colonies from the United States, and it was to the development of this increase that attention should be directed. The constant progress of invention, increasing facilities of transport, and the progressive subdivision of labor all tended of course to make the conditions of existence easier, and it might be found possible to support without difficulty, after a decline in our mining and manufacturing supremacy, a population which had come into existence under the impulse of the prosperity which would have waned, if it had not entirely passed away. It was necessary to notice the suggestion often made, and doomed to be often repeated, that inquiries into the instability of industrial power founded upon the possession of cheap coal were futile, because coal itself would be superseded as a spring of motive energy. But we were concerned with our own supremacy, and the suggestion that might be indifferent to the consumption of the element upon which that supremacy was founded, because other factors might be discovered in respect of which we had no special advantage, was idle. The discovery would only make shorter work of our position.

The review of the facts of experience, Jevons wrote, seemed to justify abundantly his prognostication. Jevons could not, of course, foresee every disturbing cause which might have modified in a minor degree the course of subsequent industrial history, but the main outlines of his prophetic draft had been filled up, and the seriousness of his warnings was amply confirmed. The growth of our coal mining had slackened. In some quarters there had been an arrest of growth and in some an absolute decline; while the iron trade, the vitality of which depended so much upon the relative ease and cheapness of coal production, had undergone the most extraordinary vicissitudes. The United States, to which Jevons pointed as our inevitable competitor, now produced coal in as great abundance as Great Britain and at a cheaper price, while in respect of iron the trade of the Republic was equal to our own, and in the matter of steel was declared on authority to be twice as great. The most careless, when brought face to face with these facts, must see how idle was the optimism which men of repute appeared to think good enough for public platforms. We were assured that the position of Great Britain could not be endangered as long as the energy and character of its inhabitants remained unimpaired. The character and energy of the people of Ireland could not be said to have altered for the worse in the latter half of the century, yet an economic revolution had reduced the population of that island by one-half. In England itself we knew how a decline in the population of the rural counties had set in and been maintained, yet no one could say that the dwellers in rural England had degenerated. No excellence of character could make men independent of the circumstances amid which they were placed.

In a communication dated London, September 23, 1897, Ambassador Hay incloses an editorial from the Times of the same date, on an article published giving a conversation between an English engineer and a member of an American firm of manufacturing engineers, in which the prices paid and the results attained were discussed. The noticeable feature of the editorial, says Mr. Hay, is the surprise of intelligent Englishmen at the success of American manufacturers under the admitted conditions of the higher wages paid to labor in America—wages so high that in England they would be considered practically prohibitory; and also, as they say, "in spite of the paralyzing effects of a stringent protective system." The article is given below:

The obstinate struggle in the engineering industry has drawn attention to the varying conditions under which labor is employed in this and in other countries. The difference in the average rate of wages in England and on the continent has been often insisted upon, and it is an open question how far the increase in the cost of production under this head is compensated for by energy of work. We publish in another column notes of a conversation recently held in London with a member of an important American firm of manufacturing engineers which shows the subject in another light. It is well known that the nominal rate of wages in the United States, especially in the skilled industries, is very high—so high, indeed, that in this country it would be regarded, in many branches of business, as practically prohibitory. Yet notwithstanding this fact, and in spite also of the paralyzing effects of a stringent protective system, American manufactures, in not a few departments of trade, command a high place in the market. The causes of this state of things are at least partially explained by the American manufacturer to whom we have referred, and whose account of the relations between masters and men in his own trade is very interesting. The average pay of a skilled American mechanic in the engineering trade is, in English money, from eight to nine shillings a day, with payment, of course, for overtime and for specially valuable work. But the regular

working day in the factory referred to is ten hours, and it is so arranged as to have only a single break, instead of two, as is the case here. In the United States, "the men come to work at 7 o'clock, after having breakfast; they do a spell of five hours' useful, straightforward work; go for an hour to dinner; then put in another five hours, and the day is finished." There can be no doubt that in this respect the advantage rests with the American system. But the success of American manufactures, in spite of some obvious drawbacks, is due to causes which lie deeper. It is stated, and the fact can not be denied, that "American machine tools, by hundreds of thousands of dollars' worth, are sent, freight paid, for thousands of miles across the ocean, to England, Germany, France, Russia, Japan, and China," and it is difficult to resist the contention that this simply means the success of free and intelligent labor well paid.

To the representative of American industry it appears altogether absurd to suppose that a manufacturing engineer in England, with his men working eight hours a day, could compete with other countries where the working day is ten hours, even if the continental rate of wages only were paid. In the United States that rate is largely exceeded, and the average is even 20 or 25 per cent beyond that prevailing in the British labor market. But these economical conditions, which would seem to spell ruin for America, have actually brought redemption, by compelling masters, foremen, and artisans to devote their ingenuity to devising and applying the means of labor saving in every direction. This is the natural development of industry, which in our own country has been to a great extent obstructed by the arbitrary rules of trade unions. The introduction of labor-saving machines has, in the American business referred to, enabled the plant and the output to be doubled, with an increase of only 50 per cent in the labor employed, the wages bill, in proportion to the production, showing an actual decrease of 25 per cent. These facts go far to explain how American manufacturers are able to compete in the markets of the world, though American workmen obtain increasingly higher wages. American industry has resisted "the leveling system," we are told, which in England "makes the good workman carry the inferior one," and kills the ambition to excel, because the trade unions will not allow a man to do more than a limited amount of work. In America a skilled mechanic, with unskilled or partially trained assistants, will keep many machines going by occasional superintendence, while in a British workshop the best man—put to work, for instance, on a lathe—starts it and then sits down for the rest of the day, "practically rusting both mentally and bodily." So, at all events, it strikes the keen American observer, who can not understand why the skilled mechanic is forbidden by his trade union to keep three or four lathes in motion, and that merely in deference to the orders of his fellows. The theory on which he acts, refusing personal advantage in the shape of increased wages, is that he is protecting the industry by which he and his comrades live, when in point of fact he is often imperiling its very existence.

Consul Smyth writes from Hull, November 12, 1897:

The board of trade returns clearly show that the industrial interests of Great Britain, as well as trade generally, are at a low ebb just now. There is abundance of proof to convince the optimistic few who are disposed to shut their eyes to the facts that British trade is face to face with the most serious crisis in its history. Commercial antagonism and trade competition on the outside are aided materially in producing the disastrous results, as they appear in the returns, by an internal war between capital and labor raging throughout all the industrial centers, affecting nearly every branch of business and paralyzing to a very great extent the vast interests involved in the iron and shipbuilding trades.

Only a few weeks ago an incident, not without its relative bearing on American trade, serving to show what disastrous consequences were being imposed on the country by these dissensions, was exploited in the press with a view to influencing both sides toward an understanding, but it had no effect whatever. A Mexican mine owner arrived in Belfast for the purpose of placing orders for machinery valued at \$125,000. The builders there declined to take it on the ground that it was impossible to execute contracts with the limited force at their command, most of whom were apprentices who had been promoted to supply the places vacated by the strikers. The Mexican operator withdrew from Belfast and proceeded to New York, where he intended to contract for all the machinery needed. The English papers which discussed the subject took a very gloomy view of it and deplored the fact that Englishmen themselves are driving capital out of the country.

TEXTILE INDUSTRY.

Of all the manufactured products of Great Britain, says Mr. Smyth, none have been more affected by existing conditions than the textile fabrics in Yorkshire and West of England districts, where the spinning and weaving industries have long continued to flourish. In the Brad-

ford and Huddersfield districts, particularly, has this been the case. In the cotton districts, outside competition, through the increased production of new factories in China, Japan, and India, has also contributed materially in reducing the exports of that fabric.

It would seem almost incredible that in one industry alone—that of yarn and textile manufacture—there has been a falling off of over \$40,000,000 for the ten months ended October 1, 1897, compared with the corresponding period of 1896; yet such is the case. During the latter period, Great Britain exported yarns and textiles valued at \$433,537,685, as against \$393,113,213 in 1896. Exports of cotton piece goods alone amounted to \$184,533,928, compared with \$209,935,719 the previous year, a falling off of \$25,399,790.

The exports of woolen and worsted manufactures present a no less distressing picture. For the ten months including October, 1897, these exports amounted to \$66,953,347, as compared with \$77,876,875 in 1896, and \$81,387,508 in 1895, a decrease of \$10,923,528 and \$14,534,161, respectively. October, 1897, alone, compared with October, 1896, shows a decrease of \$1,157,145.

A significant fact in connection with this depression in the textile trade, continues Consul Smyth, is that, while the steady decline in the exports is in progress, machinery and men are leaving the country for the Orient, where new competitive energies have sprung into life and are gradually supplanting English cotton goods of the cheaper grades in the Chinese and Japanese markets. India has long since taken hold of the cotton business on its own account, and up to a very short time ago, was able to undersell the imported fabrics in the Chinese and Japanese markets. The growth of cotton manufactures in the East has long been a serious problem to the merchants and manufacturers of Manchester and Lancashire and the adjoining districts of Cheshire, Derbyshire, and Yorkshire. All the influence the Manchester Chamber of Commerce (one of the most powerful bodies in the Kingdom) could exert was brought to bear on the Government to retard this growing industry in the East, by regulations and laws similar to those which crushed the Irish woolen industry in days gone by. They found, however, that in India they had to fight British capital, invested there by Lancashire men, and stoutly protected by conditions and circumstances which made their ultimate triumph in India inevitable. Here is what one of the official organs in the cotton trade has to say on the subject of foreign competition, the values being stated in United States currency:

ENGLISH TEXTILE MACHINERY FOR THE EAST.

While the cotton industry throughout the world is extending rapidly, the British section of it has commenced to decline, although the population dependent upon it is increasing. In support of the first part we give the value of the exports of machinery for the first nine months of each of the following years: January to September, 1895, \$21,897,624; 1896, \$24,140,444; 1897, \$22,405,629. This year the exports have fallen off somewhat, owing to the dispute in the engineering trade. In round figures, we may say it means that our exports of textile machinery, chiefly cotton, amount to \$31,655,000 per annum. This sum represents the equipment of 65 mills, each of 80,000 spindles and preparation machinery. These exports have been steadily increasing for years, and much more rapidly of late years than before. And they are likely to increase still more rapidly. It is being sent abroad by way of the Manchester Ship Canal at about half the cost per ton charged upon cotton goods. Spinners and manufacturers have done all they can to compel a reduction of these charges upon their goods, but hitherto without effect. This machinery is mainly going to India, China, and Japan, where women work for 12 or 14 cents per day and men for 18 to 20 cents per day; and, let it be noted, they are doing nearly as much work as either minders or weavers in this country in the same time. They can also work much longer hours, and in many cases the mills are working night and day, with relays. One mill we know of in India last year made \$301,840 profit, and the owners had another that did quite as well. And this is in our own dependency,

India, the spinners and manufacturers of which are being protected by import duties against Lancashire yarn cloths. What will become of the profit just named? It will be reinvested in building more mills.

It is also shown that the fact that the English cotton trade has begun to decline can not be doubted. "It would be almost safe to say that all the mills in Oldham during the past twelve months have not earned a net profit large enough to build and equip one first-class mill." Statistics are quoted to show that, as compared with twenty years ago, there has been a reduction of fully 3,000,000 spindles employed, involving the throwing out of employment of 14,000 to 15,000 operatives. Submission to a judicious and timely reduction of wages in the past would probably have enabled the English trade to have prevented or defeated competition to such an extent as to have absorbed this ever-increasing mass of unemployed. The loss of money also is very serious, for Mr. Mawdsley, whose testimony is quoted, thinks that "taking the whole of the capital invested in the cotton trade twenty-three years ago at \$487,000,000, the diminished return on the outlay would represent over 11 per cent." Attention is drawn to the fact that, in addition to the machinery going abroad, the most intelligent Lancashire operatives are now going out to eastern countries—India, China, and Japan—to teach the natives the new industry and to manage the mills.

Consul Grinnell, of Manchester, under date of November 23, 1897, also speaks of the decline in the manufacture of cottons, which he says constitute one of the largest of British exports. Factories in Lancashire were closing and prices had sunk so low that many goods must be sold at cost. The consumption of cotton in Lancashire in 1851 was 40,000 bales per week; in 1890, it was 68,000 bales, but since then, it has declined to 60,000 bales per week. The exports from the district for the first six months of 1897, compared with the corresponding period of 1896, were:

	1896.	1897.
Cotton yarns pounds..	124, 000, 000	119, 000, 000
Cotton piece goods yards..	2, 558, 000, 000	2, 324, 000, 000

The decrease was divided as follows: In printed cottons, 104,000,000 yards; in colored cottons, 54,000,000 yards; in bleached cottons, 26,000,000 yards; in gray cottons, 40,000,000 yards; total, 224,000,000 yards.

Consul Grinnell continues:

A striking feature in the import trade of this preeminently manufacturing nation is the enormous and growing amount of manufactures sent here from foreign countries. In 1883, when the separate grouping of commodities imported and exported, according to their stages of completeness or incompleteness was first adopted, the imports of manufactured goods were stated in the official statistics as (\$257,347,664). In 1896, they had reached \$395,405,329, and this year, they seem likely to attain the unprecedented figures of \$418,519,000 at least, since the actual amount in the ten months ended October 31 was \$349,529,101. Thus, the increase within fourteen years may be put down as about \$160,594,500, or at the rate of 63 per cent. There is a disposition in some directions to entertain alarm because of this evidence of rapid growth in the imports of manufactured goods. But this alarm is not general or even widespread. It is pointed out that a considerable portion of these goods is exported to other markets, and that although the greater part is probably consumed at home, much of it is used in other manufactures, and having been certainly obtained from abroad at lower prices than the goods could have been produced in the country, there is an advantage in the business where the goods are consumed in manufactures or in the households of the people.

EXPORTS OF WOOLEN GOODS TO AMERICA.

Consul Day, of Bradford, sends the following clipping from the Observer of that city.

As to the American trade, not much can be said that is good. The year opened with very little improvement in the commercial situation in the States. Very much had been looked for as the immediate result of the defeat of Bryanism in the autumn of 1896, but beyond a short and feverish spurt, quickly succeeded by a cold chill, nothing came of it. But again America's boundless natural resources came to her

aid. For the third year in succession, bountiful harvests were reaped by the American farmer, and this year, it has happened that not only were the European harvests generally short, but that Russia, India, and Australia, the other great grain-growing countries, all fell woefully short in their production, so that there was an unprecedentedly favorable demand for American product. Thus the export from the United States in the fiscal year ended July was the largest on record. As the spring advanced, this began to be felt in a perceptible, though at first irregular, improvement in industries. Wall street, taking the bit in its teeth, tried to force the boom by speculation, and, as usual, made the pace too hot to last, and for a time prices of stocks fell back again. But the growth of trade, following upon a long spell of severe economy, was fairly steady and continuous, and by June, it was clear that a season of prosperity had set in. Under natural circumstances, we in Bradford would have felt this in a slow but healthy revival in the American demand for our goods. But the declaration of President McKinley that he intended to call a special session of Congress to enact a new and more stringently protective tariff anticipated this natural improvement by a feverish speculative movement to anticipate the new duties by heavy importations. Starting in February, large shipments began to be made of wool and goods to the United States, and the monthly consular returns jumped upward with a bound, until in the month of April, the value of the declared exports from Bradford reached the enormous figure of £1,227,483.

As it was always possible, however unlikely, that the new tariff measure might be rushed through Congress, and as it was certain to come into operation the moment that it passed the Senate or the conference committee, it was only possible to work, as it were, from hand to mouth, and to ship from steamer to steamer just what could be bought out of stock. Hence, the Bradford manufacturer got no orders directly for America, but no doubt a good many orders which were originally destined for the home trade were sent across the Atlantic, and thus indirectly, in the way of "repeats," manufacturers obtained some benefit. But mostly, the shipments were made from stocks which at the beginning of the year were overwhelmingly heavy, especially in bright goods, and in this way Bradford merchants were immensely relieved. But these sales were also made at low prices, prices which were almost invariably lower than those at which the goods had been made, and thus, though the relief came, it was a case of "clearing out at a sacrifice." In the third week of July, it was seen that the game was up, and on Saturday, July 24, the bolt fell, the tariff bill was signed, and for a time at least the door was shut to Bradford exports. Since then, the value of goods declared has been measured in hundreds of pounds instead of tens of thousands, and the figures have been on an unprecedentedly low level. Cotton Italians—a class of goods but little affected by the new duties—have formed the principal item, and these, as is well known, are mostly made in Lancashire.

The following table, compiled from the returns issued from the United States consulate in Bradford, gives the exports of stuff goods, worsted coatings, woolen goods, and wool, and the total declared exports of all articles and materials for each of the twelve months ended November 30 last, with the figures for the corresponding months of the previous year for comparison:

Month.	Year.	Stuff Goods.	Worsted coatings.	Woolen goods.	Wool.	Total.
December.....	1896	£151,257	£131,647	£25,087	£78,028	£446,017
	1896	80,831	39,084	10,372	92,633	266,133
January.....	1896	188,258	161,272	52,710	74,892	562,342
	1897	92,167	49,499	8,072	22,217	210,490
February.....	1896	129,621	110,413	42,798	21,162	385,578
	1897	36,349	45,145	10,339	184,466	394,146
March.....	1896	110,403	75,202	39,936	13,627	312,093
	1897	183,701	134,284	41,956	351,227	844,021
April.....	1896	64,383	66,043	36,290	15,704	202,178
	1897	302,482	154,394	54,667	465,610	1,227,483
May.....	1896	49,657	31,381	28,768	5,455	146,309
	1897	176,528	86,948	26,550	64,597	435,900
June.....	1896	74,419	33,786	16,819	1,596	156,310
	1897	185,621	114,745	17,296	288,404	765,489
July.....	1896	105,191	23,684	20,869	13,115	200,869
	1897	65,996	74,808	678	352,583	614,760
August.....	1896	65,286	13,941	13,942	2,190	129,543
	1897	6,612	3,210		1,506	45,507
September.....	1896	42,116	24,455	18,639	2,892	126,429
	1897	13,871	602	508	1,038	73,865
October.....	1896	36,800	85,820	21,461	18,129	153,927
	1897	19,612	3,171	253	20,979	102,924
November.....	1896	52,314	35,949	7,613	36,417	170,904
	1897	25,497	7,112	221	4,168	91,354
Totals.....	1896	1,071,774	722,993	322,941	283,747	2,992,519
	1897	1,239,277	713,602	170,912	1,350,419	5,123,612

So much for our dealings with America in the past year. What are to be our future relationships with that country? On the surface, it seems as if we could never do any more trade with the United States. We have just sent her a full average year's shipment of goods, we have sent her wool more than enough to make another year's quantity, and the Dingley rates are to the McKinley rates as were the scorpions of Rehoboam to the whips of Solomon. But, as we have so often found, America is no ordinary country, and there are special reasons why American trade is either very good or very bad. The Financial Chronicle, of New York, has summed up these reasons most admirably. After pointing out the enormous volume of the exports of the previous period of twelve months to which we have referred above, the writer points out that, apart from the altogether exceptional swelling of the imports in the last three months of that period in anticipation of the new tariff, the total merchandise imports of the States showed a falling off of nearly 25 per cent, and he adds: "There is no country in the world other than this in which the extremes in consumption between a prosperous year and a liquidating year are so wide. In 1892-93 our merchandise imports for the twelve months were valued at \$866,000,000; whereas in 1896-97, were it not for the goods hastened forward to get them in under the old tariff, the imports would not reach for the entire twelve months over \$630,000,000. These wide fluctuations are due in part to our large population—71,000,000 people—who have desires to be gratified, and whose desires in times of prosperity are so varied as to be limited only by the earth's products. They are due also to the rapidity with which wealth is accumulated in an active period. The gains come easily and are spent easily. Allied to this, likewise, are our thriftless habits; we waste what older nations grow rich in saving."

Now, as we have already pointed out, America is apparently just entering upon a period of expansion, after a period of liquidation extending over at least three years. America's food products, cotton, etc., are a constant need to the world, and even a high protective tariff will not debar America from purchasing freely foreign products while in a state of prosperity. And it is worth while remembering that not only does America export natural products, but that to-day America stands ahead of England as the largest iron-producing country of the world, and that she is destined in the near future to be a large exporter of iron products. High protective duties, while they stimulate industry for a time, no doubt ultimately react harmfully by increasing the cost of production and unduly taxing the local consumer. But for such changes time is needed, and in the meanwhile it is more than likely that America, feeling the exultation of good times, will once more send Bradford some large orders. There are some goods that American manufacturers can not produce, and these no duties will entirely shut out.

COMPETITION OF AMERICAN IRON AND STEEL.

An article entitled "A Greater than Germany," appearing in the Pall Mall Gazette, London, February 18, 1898, and transmitted to the Department by Consul Halstead of Birmingham, under date of February 21, 1898, is as follows:

Until about the middle of the eighties England's supremacy was so unquestioned that the British ironmaster was justified in looking down as from a lofty altitude on his rivals in all other countries. The self-confidence bred thereby remained with him for a decade longer, though it lacked the basis of current fact: Belgium and Germany had arisen as powerful competitors, particularly and significantly in steel, which was beginning rapidly to displace iron. At length the British ironmaster was awakened from his dream of eternal dominion; alarming reports were brought from Europe, and the writers of magazine articles and books, and consular reports, tugged violently at the bell which announced the German peril. And now, while the poor British ironmaster is still rubbing his eyes and damning the German and Belgium upstarts, comes news of a greater rival than either Belgium or Germany.

The United States are in the field. The United States look like occupying the greater part of the field. It is a characteristic habit in that part of the world to make the record splash in any given line open for competition, be it a monster hotel, an oil trust, or a railway accident. Having achieved many notable records in these and other phases of human activity, the United States have now made up their minds to lick the earth in manufactures, and they have begun with iron and steel. A few figures, extracted from the excellent annual review of Messrs. William Fallows & Co., will give a notion of the progress made so far. In 1896 the shipments of iron and steel from America were about 120,000 tons, but the quantity sent last year is estimated at about 500,000 tons. The biggest item was pig iron from Alabama, which Messrs. Fallows estimated at about 200,000 tons for last year, and the next largest was steel rails (about 120,000 tons). Of the pig iron 80,000 tons (roughly) came to England, providing a new illustration of the old saying about carrying coals to

Newcastle. Many iron and steel manufactures are likewise sent hither, while our own colonies, besides other countries, were pretty well flooded with American steel rails. One of the most marvelous advances made by the United States is in pig iron. It is pointed out by Sir Courtenay Boyle, in his memorandum published at the beginning of last year, that whereas the annual average quantity of pig iron produced in the United States for the years 1870-1874 was 2,200,000 tons, the annual average for the period 1890-1894 was 8,100,000 tons. Comparing these figures with like statistics relating to Britain, we find the growth to be only from 6,400,000 to 7,300,000 tons. The American increase was between six and seven times the British increase. And continuing the American figures onward to the present time we find the upward bound still maintaining itself vigorously. Messrs. Fallows's estimate of last year's production is 9,200,000 tons, which brings the average for the three years 1895, 1896, and 1897 to 9,089,812 tons. Nor is there the slightest reason to regard these figures as representing high-water mark, for the weekly production in December last was no less than 226,024 tons—that is, equal to an annual production of 11,750,000 tons. It is but right to add that Britain's production last year was the largest in her record also, being estimated at 8,900,000 tons; but, even so, it will be seen that the United States, whose production twenty-five years ago was not more than a third of ours, has now passed us in the race.

Tin-plates afford another proof of the marvelous industrial progress being made across the Atlantic. There was a time—and not so long ago—when the manufacture of tin-plates was a specialty of South Wales, which practically provided the world's consumption. The British manufacture is now well described in Messrs. Fallows's report as the "remnant of a once flourishing trade." Yet the consumption of tin-plates is continually growing. Up to a couple of years ago our principal market for them was the United States, though before that time the export thither had begun to dwindle. It has since gone from bad to worse. In 1893 we sent to the United States 255,603 tons; last year only 85,475 tons. And though in the meantime the export to other countries had grown from 123,659 tons to 186,434 tons, this growth was quite inadequate to balance the serious loss in the American trade. Not long since the South Welsh trade suffered such a collapse from this loss in the American market that about half the works were closed, and though some of them have been reopened since, the reopening has only been made possible by a reduction of 15 per cent in the men's wages. Thus, two evil factors have been set going; the shrinkage in the men's purchasing power has lowered the demand in many other industries, and home competition in the sheet-iron manufacture has been made more acute by the entry into the business of Welsh tin-plate manufacturers who have been crushed out of their proper trade by American competition. The output of tin-plates in the United States in 1897 is estimated, in Messrs. Bolling and Lowe's Trade Review, at 226,000 tons.

A curious feature about the advance in American iron and steel is the fact that it is made in the teeth of a highly protective tariff. At least, that is how the free trader would phrase it; for with him it has ever been a favorite prophecy that in the day when the United States shall adopt the free-import system England will be confronted with an antagonist of overwhelming might. But this is just what is coming about under the most protective tariff, possibly, that the world has ever seen. The phenomenon must be a sore puzzle to the worried economists who compose that heroic remnant of Cobden Club. Protection has given the United States manufacturers an easy and a healthy home market. So they have been encouraged to spend money on the introduction of the latest improvements, to pay good wages, and to employ a good class of workmen, and, perhaps the most important feature of all, to sell their surplus production in neutral markets at what are, by comparison with the English cost of production, abnormally low prices. These factors have resulted in enormous production, and in consequent low cost of production. It is said that Alabama pig iron can be produced at about 25 shillings a ton, and large quantities have been sold at Chicago at about 35 shillings. Little wonder, then, that the average price of Scotch warrants declined from 41s. 10d. in 1896 to 45s. 4d. in 1897. It is very questionable how much longer they will be able to command that price, or anything like it; for Cobden's "natural protection" of distance theory quite fails here, as in other departments of modern trade. Ships from America, although fully laden with cotton, are able to carry from one to two thousand tons of additional cargo, provided its weight is such that the space occupied is comparatively small. This condition pig iron fulfils; and so pig iron can be landed at Liverpool at a very low freight, and yet profitably to the ship owner. Then the United States are marvelously rich in iron ore, as well as in coal. Where coal and iron ore exist in profusion, where railway rates are low, where a naturally enterprising people have their industrial vigor quickened by the protection of their home market, all the essentials are at hand for the production on a huge scale not only of pig iron, but of the manufactures therefrom.

UNITED STATES PRODUCTS.

Consul-General Osborne, of London, speaking of the great balance in favor of imports from over exports to the United States, says that such a balance has certainly not occurred during the past fifteen years, and probably never prior thereto. He adds:

The articles imported into the United Kingdom from the United States calling for special mention in view of the large increases in their value, are:

Articles.	Increase.	Per cent.	Articles.	Increase.	Per cent.
Oxen and bulls (living).....	\$10,000,000	30	Maize	\$7,500,000	46
Butter	1,700,000	125	Wheat meal or flour	7,000,000	35
Unwrought and part-wrought copper	5,000,000	185	Raw cotton	25,000,000	25
Corn	10,000,000	25	Raw apples	2,000,000	100
Oats	5,000,000	1,470	Tires and axles	5,000,000	200
			Slates	435,000	860

The principal decreases are noticeable in the following imports:

Articles.	Decrease.	Per cent.	Articles.	Decrease.	Per cent.
Hay	\$500,000	90	Sperm oil	\$55,000	90
Manures	750,000	40	Seed oil	400,000	30
Fresh mutton	23,000	88	Fresh pork	50,000	40

Consul Dickinson, of Nottingham, sends a newspaper clipping showing the proportions of certain agricultural products imported from the United States. The article says that British imports of hams are steadily expanding, and that the United States has over 92 per cent of this trade. The lard trade is practically all in the hands of the United States, and, as illustrating the great decline in value, it is noteworthy that although nearly the same quantity was imported in 1897 as in 1895, the cost was about a million sterling less. The United States supplied 56 per cent of the wheat imports, and Russia had 23 per cent. In wheat, meal, and flour, the United States had 74 per cent.

The following paragraphs are from the report of Consul Lathrop, of Bristol:

The United States, Denmark, and Canada supply Great Britain with its imported bacon. These countries contribute among them the large amount of over 4,000,000 cwt. of 112 pounds, of the approximate value of \$40,000,000. The United States retains each year more than half of this large trade, contributing in 1896 2,751,518 cwt.—Denmark supplying 1,200,000 cwt. and Canada 500,000 cwt. During the first six months of 1897, United States shipments made a large proportionate increase, amounting to 1,830,162 cwt.; Denmark held her own with 551,710 cwt., and Canada fell to 106,791 cwt. A temporary scarcity of hogs, not only in the two last-named countries, but in England also, will account primarily for the changes. In Bristol, the bacon imports amount to about 150,000 cwt. per annum. Exceptional circumstances as to ocean freights may result in considerable importations via Liverpool. Large houses are engaged in the business here and cover a broad area in their trade, sending all through south Wales, through the west and south of England, to the east within 40 miles of London and north as far as Birmingham.

The conditions here in the close neighborhood of the Wiltshire factories, which turn out the finest grades of English bacon, are such that the immediate local market for United States bacon is more limited than would be the case in a similar population in the north of England, where public taste is less exigent; but large quantities of United States bacon are sold at a price to which I wish to draw careful attention. At the present moment, when the finest grades of English bacon are quoted as from 15 to 17 cents per pound (wholesale), and Canadian or Danish at about 11 to 14 cents, United States bacon is selling at from 6½ to 8 cents. These

differences in price are constant. Our highest prices do not even touch the lowest quotations for Canadian and Danish; they are half the English price. In other words, we are not getting by close on half what we might get for this great product of the West. The reasons for this are worth consideration; it may pay to stop and ask why, year after year, we are content to rest at the bottom of the market.

The difference in values is the result, of course, of the difference in quality and in suitability to the taste of the market. Canada and Denmark have made a most careful study of the demands of the English market and have gone deliberately to work to meet the demand, with a success thoroughly deserved. We, on the other hand, have disregarded entirely the taste of the consumer, and we find depreciated values our deserved punishment.

I am quite aware of the argument of the packer. He says in substance that Canada and Denmark have a vital dependence upon England's patronage; that they must make specially for that market, but that he makes for a domestic market which, in the South and Northwest, depends largely upon fat bacon and is entirely uncritical as to quality; that he can not obtain in local markets more money for one class of bacon than for another; and that he is satisfied with his domestic market, what he sends abroad being the surplus that he can not get rid of at home. He will dwell further upon the impossibility of getting a constant and regular supply of the proper hogs. The hog, he will say, is fed on corn, and you can not get the farmers to do otherwise.

Now, this may be true for the large packer, but I am not appealing to him. I am appealing to the man who can see a profit in selling his bacon in England at 12 cents a pound (as many Canadians have done) while his fellow-countrymen are satisfied with 8 cents. He would have to begin at the beginning, that is to say, he must change the type of hog. He would find the importing of some Tamworths the best way of doing this. Some boars of this lean and sweet-fleshed breed would rapidly effect a change in the hog in a district, and the new type could be fixed by care in feeding, the main thing being not to feed on corn. No corn-fed pig will make bacon satisfactory to the English consumer. Firm flesh, firm fat in limited quantity, can not be obtained from corn. Once the desired type is obtained, the curing is an easy matter. The singed side would probably be found to be most satisfactory cut for the market; and it should be sent forward in borax, not in salt. A packer who will take the trouble thus to study the English market and will patiently and carefully strive to meet its requirements will find that his brand is speedily established, and that dealers will be eager for his wares at remunerative prices.

During the year 1897, our western manufacture of fancy leathers has made an appreciable advance in favor in England. The colored leathers of Chicago and Milwaukee and contiguous districts have been more largely sold at prices relatively better than standard lines have made. The glazed goat and sheep leather from Philadelphia and the Pennsylvania district has also found an enlarged market, almost entirely at the expense of the French and German manufacturers. We have supplied a better article at a less price; hence we are doing the business. There has also been an improvement in fancy leathers for shoe purposes sent from Newark, N. J.

On the other hand, coach and harness leather from Newark and its neighborhood has not yet been able to gain a footing in England, notwithstanding vigorous and determined efforts. Coach and harness makers say that up to now the English leather suitable for the purpose is better value for the money. The same statement is made with regard to the oak tannages of the Southern States and the union tannages of sole leather. These have been pushed, but do not make headway. There are other leathers which, in their way, are cheaper and equal in quality. Our shipments of calf kid have fallen away very much, but this is merely the unavoidable result of a change of fashion. It is comparatively little used and can be sold only in limited quantities. Among our competitors, in a limited way in the English market, is Mexico. Some leather of most excellent quality, held to be very good value, is coming from there. Shipments of sole leather from Canada are steadily increasing, though there is a falling off of the import of their upper-leather stock.

Consul Grinnel sends from Manchester, under date of December 30, 1897, an article taken from the London Times of December 27 in regard to the present conditions of the leather industry. After reviewing the competition from Australia and India, the writer says:

Without doubt, however, the rivalry which creates the greatest anxiety in those engaged in the leather trade in this country is that of the United States. In 1896 the value of American sole leather imported into the United Kingdom was more than a million sterling, and that of dressed leather for boot "uppers" and other purposes was not far short of a million and a half. The amount of American leather thus imported, which reaches from 28,000 to 30,000 tons per annum, is enough, if it were produced here, to keep twenty or thirty big tanneries going, with the corresponding establishments for the currying or finishing of the tanned hides. That is a serious fact.

Consul Parker writes from Birmingham:

The exports from the United States of other manufactures which without exception show an increase, but are not classified by countries of destination, are brass goods, clocks and watches, glass and glassware, lead and its manufactures, steel rails, iron and steel plates and sheets, wire, printing presses, typewriters, nickel, tin, and zinc. An analysis of the exports from the United States also shows that our manufacturers are rapidly increasing the sale of the above-enumerated products in the British colonies, especially in Canada and Australasia. In addition to the increase in these articles, they are also extending their trade in cotton goods, leather, boots and shoes, and furniture in these markets which the British manufacturer has hitherto held. In some articles, notably in typewriters, the people of the United Kingdom are no less dependent upon the United States than are the people of the latter, there being no acceptable machine of any other make.

If one might make a suggestion to manufacturers, it would be not to seek to enter a market, especially one where competition is so sharp as it is here and in the larger colonies, without the most careful investigation, made in the most approved manner by the best equipped men in each line of trade. It is only in this way that goods can be sold in an old country. The tastes of the people must be consulted at every turn. It would be useless, for instance, to offer in England bedroom suites which were merely the surplus of those made for the home market, because the demands are entirely different, and yet there is perhaps nothing for which the demand would be more steady than for products in wood.

BICYCLES.

Consul Parker, of Birmingham, says:

The one marked development in this district during the past year has been in the cycle trade. From July 1, 1896, to January 1, 1897, this was very rapid. Productive power was immensely increased. Small establishments developed almost without notice into large ones, with an unsuspected capacity for turning out bicycles. The result was that the speculative interest became so dominant as to confuse the result, and produced an overdevelopment, not only of manufacturing facilities, but of company promoting. This induced some neglect of selling effort and a disposition to underrate possibility of competition, especially from the United States. In spite of the increased use of bicycles all over the world, the result of this was soon apparent in the comparative decline of exports. This did not affect the trade with the United States, because almost no complete bicycles had been sent since the beginning of 1894. There was a determined maintenance of prices, but very little effort to make a good bicycle at such a cheap price that it would be bringing it within the reach of workmen. The British foreign trade in bicycles for the calendar year 1895 was \$6,747,012.93; for 1896 it was \$9,066,420.23; for 1897 the returns are not yet complete, but from January to September, inclusive, the most important portion for the bicycle trade, there was a falling off of more than 13 per cent. If this rate should continue over the whole year, the exports would amount to about \$7,877,275.22.

So rapid was the growth of the bicycle industry during the period mentioned that large numbers of workmen were drawn from other lines and the rate of wages advanced very rapidly in this and allied trades. This drew into the bicycle industry a large number of men who had had no training in this particular branch, to the temporary injury of others. Some of the latter found themselves, almost without notice, losing trained and experienced workmen, or were compelled greatly to increase the rate of wages paid them. It would probably be safe to say that the predominance of the bicycle manufacture in this district during the past two years resulted in an increase of probably 10 per cent in the wages of skilled laborers in many of the established metal branches. Some of this advance will now probably be lost, because, as the making of bicycles becomes a settled business, it will not require the services of such a large number of men, so that many of the new ones will be compelled to seek employment at their old trades. Besides, the use of the best American machinery has increased very rapidly, thus displacing hand labor more and more.

This apparent neglect of opportunity, with its failure to recognize existing conditions, was coincident with a remarkable export movement from the United States. During the past two years, ending in each on June 30, the total exports of cycles and parts from the United States and those to the United Kingdom are shown in the following brief table:

Exports of cycles and parts from the United States.

	1896.	1897.
Total	\$1,896, 012	\$7, 005, 323
To the United Kingdom	613, 392	2, 375, 675

Not only has the total export of cycles increased by nearly 800 per cent in one year and that to the United Kingdom in about the same ratio, but the demand from British colonies or markets, heretofore held almost exclusively by British manufacturers of cycles, was greater by more than 175 per cent during the period named.

Thus the export of bicycles from the United States, insignificant two years ago, has grown to proportions almost as great as those of the United Kingdom, in spite of its earlier development and immense capital and facilities. There are indications that the conditions are now fairly appreciated by the British manufacturer, and that he will not so easily be caught again; but, as the manufacturers of the United States are not likely to surrender without a struggle the advantages incident to two years of successful trading, the former must now fight to retain what he has, to say nothing of getting back what he has lost.

Consul MacBride, of Leith, says:

In the British Islands, until a comparatively recent date, there has been an almost universal prejudice against all articles made in the United States. As to the cause of this prejudice, or whether there was any real cause, I can not say. But, happily, within the last few years, dealers here have gradually learned that many classes of goods—such as high-grade woodworking machinery, tools, and nearly all kinds of light machinery, are not only better made in the United States, but are so cheap that they can be imported and sold at a lower price than home manufactured articles of the same classes. Referring particularly to bicycles, although it was predicted that "the American invasion" would be short-lived, it has now assumed such proportions that on every road in Great Britain may be seen a goodly percentage of American machines. In fact, if only the newer bicycles, purchased since "the invasion" began, are considered, the proportion is extraordinarily great, especially in ladies' machines. * * * Although the present condition must be gratifying to American manufacturers, yet if they would more carefully study British tastes they would find it greatly to their interests. * * * A well-known firm is able to sell its machines here readily at £21 (\$102.20) each—that is to say slightly over the highest price usually charged in America for the best quality of bicycles (\$100), not only because the machines are of the highest grade, but largely because these manufacturers have studied British tastes and introduced a machine made and fitted in accordance with British requirements. One particular concession is that they furnish machines fitted with any tires—British or American—detachable or otherwise. My belief is that machines designed for the British market should be somewhat heavier than those intended for use in the United States. * * * It would be well if each of the better grade of American cycles sent here had an elegant and distinctive name plate, such as the familiar ones on the "Cleveland," and "Columbia," and certain other machines. Such plates being showy and at the same time easily read, help to advertise the particular bicycle upon which they appear.

Mr. McBride gives many other valuable details in regard to the requirements of British trade in this line, and thinks that, with proper attention, the export of American machines can be enormously developed. His report will be found in full in Volume II, Commercial Relations.

COTTONS.

As to cotton manufactures from the United States, they have practically no place in the English home market, says Consul Grinnell, but they are extensively bought for export to foreign countries. Even when transshipped at Liverpool and not sent direct, American goods have an advantage over the English owing to the maintenance of high freights from British ports to the far East. On Manchester cotton goods sent to China, for example, the rate from Liverpool is \$9.73 per ton, while on American goods sent from New York to China, via Liverpool, the through rate is only \$6.20 per ton. Mr. Grinnell says:

The explanation of this singular state of things is that the English rates are maintained by a powerful combination of shipowners, while the rates from New York direct are settled by free competition; and the English shipowners, unwilling to lose the carriage of the American goods, accept a through rate sufficiently low to take away some of the business of the steamers plying direct from New York.

American sheetings, drills, and other cotton goods are shipped by Manchester merchants to east Africa, Madagascar, the Persian Gulf, and the Red Sea, as well as to India. This trade, except in the case of Madagascar (since the promulgation of the French tariff), is a permanent and in some respects an increasing one. It is

founded partly upon the excellent quality of the cloth and partly upon the fact that the American trade-marks have won a high place in the estimation of native consumers. To some extent, the cloths produced in Indian mills have successfully competed with the American goods because of their cheapness, but they are inferior in every way.

The possibility of important competition of American cotton goods with those of Great Britain in South and Central America is not considered of much account in Manchester. A large proportion of the cotton goods exported to the South and Central American Republics consists of printed cottons or other fancy descriptions, of which only very small quantities of each pattern are taken in an assortment. English calico printers, accustomed to provide for the indefinitely varied wants of population in every stage of civilization and having the most divergent tastes, are in the habit of printing small quantities of each, and have adapted their organization accordingly. American printers do not care to undertake the execution of orders of this miscellaneous description, and therefore they can obtain only such share of the business with these countries as may fall to them as a consequence of their current patterns happening to be acceptable to consumers.

BRITISH COLONIAL TRADE.

With respect to the changes which are taking place in the distribution of British trade, writes Consul Smyth, of Hull, the following tables, collected and published in the Manchester Guardian, will prove interesting:

DISTRIBUTION OF BRITISH TRADE.

[From the Manchester Guardian of November 18, 1897.]

Statistics have been published by the board of trade showing the aggregate value of British productions exported to each foreign country and British possession in the quarter and three quarters ended September 30. By comparing the figures with those for the corresponding periods of 1896, some notion may be gathered of the alterations which have taken place during the present year in the distribution of our productions to the several outside markets. The first point to be noticed is the apportionment of the exports as between foreign and colonial destinations. This is given in the annexed table:

Exports of British productions (nine months).

To—	1896.	1897.	Decrease in 1897,	
				<i>Per cent.</i>
Foreign countries	\$575, 218, 141	\$567, 599, 946	\$7, 618, 195	1.32
Colonies and possessions	303, 507, 094	289, 477, 081	14, 030, 013	4.62
Total	878, 725, 235	857, 077, 027	21, 648, 208	2.46

It is here apparent that much the greater part of the decrease of exports this year has occurred in our trade with British colonies and possessions. A glance at the figures given below reveals the fact that this falling off is more than sufficiently accounted for by a large diminution—not less than \$15,565,674—in shipments to India; and that to Australia also the exports have been reduced by \$4,686,635. As a partial compensation, there are increases in some other directions, particularly one of \$2,154,060 in the south African trade. The following table presents the more important items in the statistics of the exports to the colonies and dependencies:

Exports to colonies (nine months.)

To—	1896.	1897.	Increase.	Decrease.
India	\$110, 679, 204	\$95, 113, 530	.....	\$15, 565, 674
Australia	78, 964, 031	74, 277, 896	.....	4, 686, 635
British West Africa	6, 493, 790	6, 349, 550	.....	144, 239
British West Indies	7, 110, 663	6, 146, 617	.....	964, 046
Canada	20, 471, 741	18, 872, 881	.....	1, 598, 860
South Africa	47, 518, 158	49, 672, 308	\$2, 154, 060	.....
Hongkong	6, 919, 169	7, 611, 976	692, 807	.....

Increases are also shown in the cases of the Channel Islands, Gibraltar, Malta, and a few other minor British possessions. It is obvious, however, that the great decrease in the exports to India is much the most serious item in the figures before us. It is, too, relatively greater in the third than in the first and second quarters of the year.

In November, 1895, Mr. Chamberlain, British Secretary for the Colonies, issued a dispatch to governors of colonies with the object of ascertaining to what extent British goods were being displaced by foreign products in the colonial markets. The answers were published in a blue book in July, 1897, and showed that foreign goods were capturing a constantly increasing percentage of the colonial trade.

Mr. Chamberlain's dispatch required the return only of those articles of which the total importation in each colony was not less than \$2,500. The returns are designed to show the progress of foreign competition during the decade ending in 1894, and the three years 1884, 1889, and 1894 are taken as fairly representative of the entire period. The value of the trade shown in these returns, compared with the value of the total trade, is found to be as follows:

Year.	Goods in which foreigners compete.			Total trade.		Per cent of total.
	Value of imports from all sources.	Value of imports from foreign countries.	Per cent of foreign imports.	From all sources.	From foreign countries.	
1884.....	\$290,316,480	\$74,630,430	25.71	\$690,131,255	\$178,138,505	25.79
1889.....	282,451,245	78,585,105	27.82	761,435,320	186,784,140	24.57
1894.....	240,559,300	79,564,110	31.88	699,021,725	220,300,245	31.50

Examination of the tables shows that the value of the imports affected by foreign competition (as limited by Mr. Chamberlain's dispatch) is on the average 38 per cent of the total imports into the colonies. India, it should be noted, is not included in the tables, the imports into that country similarly affected representing about 20 per cent of the total. The average value of the import trade of the colonies for the three years taken to represent the decade was:

Year.	Colonial imports from—			Total imports.
	United Kingdom.	British Possessions.	Foreign countries.	
1883.....	\$327,047,155	\$193,961,860	\$179,004,475	\$700,013,490
1884.....	315,960,150	196,002,600	178,168,505	690,131,255
1885.....	297,369,070	196,283,190	185,190,845	678,843,105
Average.....	313,458,790	195,415,865	180,787,940	689,662,595
1888.....	294,321,330	220,555,940	184,253,040	699,130,310
1889.....	322,273,405	202,377,775	186,784,140	761,435,320
1890.....	300,297,440	241,345,885	198,712,865	740,356,140
Average.....	305,630,725	238,093,185	189,916,680	733,640,590
1893.....	281,224,205	215,897,865	199,661,440	696,783,510
1894.....	268,595,200	210,226,280	220,200,245	699,021,725
1895.....	297,826,085	216,370,135	220,300,190	734,496,410
Average.....	282,548,495	214,164,760	213,387,290	710,100,550

From the introductory memorandum to the volume, by Mr. C. Alexander Harris, the following extracts are taken:

It appears that the recorded value of foreign imports in the year 1894 was materially greater than the value in 1884; that while the total imports of the colonies increased in the decade by something over 1 per cent, the foreign imports increased

by about 20 per cent. If the three years' average be taken, the figures are rather more favorable to British trade, giving a total increase of more than 3 per cent, and an increase in foreign imports of 18 per cent. * * * But the reports reveal a general opinion in the colonies that the importation of foreign-made goods has increased in a much larger ratio than is shown by the returns, which notice only the port of shipment; in particular lines, the foreigner, in some cases, does more than 50 per cent of a trade which, a few years ago, was admittedly British. To take some of the leading instances: In Cape Colony, the United States has increased its trade in carriages and wagons about twenty fold, and now has more than 50 per cent of the trade; in the Straits Settlements Germany has increased her trade in bread and biscuits five fold in the period under review, and now holds some 50 per cent; in Hongkong, the same country has obtained 50 per cent of the trade in yellow metal; in Victoria, the United States has 80 per cent of the trade in hammers; and to Tasmania, the United States and Germany now export 66 per cent of all the implements of industry. * * * The countries most frequently mentioned as seriously competing with British goods are the United States and Germany; in some lines, Belgium is an equally energetic competitor, but her scope appears to be more limited. In the East, the competition of Japan is rapidly becoming a leading feature of trade.

As to the causes of displacement of British goods, aside from the geographical advantages held by some competitors in the colonial markets (the proximity of the United States to the West Indies and of Japan to the Eastern colonies being especially mentioned) the merchandise marks act receives the blame for a large proportion of the increase in foreign imports. The obligation to mark foreign goods with the name of the producing country, says Mr. Harris, has made colonial customers aware that the goods were of foreign and not of British make, and they have begun to order them direct. Primarily, the displacement resulting from the operation of the act is apparent rather than real, but when a colonial merchant goes to a foreign house for a certain line of goods it saves trouble to order other goods at the same time. Cheapness, however, is considered the chief factor in the displacement, which in the case of imports from the United States, says the Bahamas report, is combined with better quality. The finish of foreign goods is, in many cases, claimed to be superior.

The report from South Australia says that the "get-up" of German apparel of a cheap class is superior to anything conceived of by a British house. Other colonies report that Belgian firearms are better finished than English at the same price; that tools and locks from the United States have a better appearance, etc. The willingness of the foreign competitor to suit the goods to the market is also mentioned. Other countries, the United States in particular, take more care in packing, insuring compactness, convenience, security, and a better appearance to the goods when they reach their destination. Germany especially shows commendable enterprise and persistence in her endeavors to secure foreign markets. The curious statement is made in the Cape Colony report, that "where British producers imitate the American style of goods which displace theirs, they are beginning to regain the market."

Samples of the competing goods accompanied the reports, and the comments of British manufacturers after inspecting them are quoted in an appendix to the introductory memorandum. Many expressed the opinion that the goods were so poor that the British trade would hardly be justified in producing them. "English manufacturers," says one, "do not consider that cheap and lower class goods are salable to the inhabitants of our colonies, where generally people can not afford to pay so much for their goods." Other quotations are in substance:

Such climates require lightness and flexibility, points which English traditions combat and condemn, but of which the determined neglect has opened most of our colonial markets to the productions of the Continent and America.

The articles will not compare with English goods, but if buyers are satisfied, we must climb down to the foreign standard.

In the superior class of textile products we certainly hold our own. In the hardware lines, more especially sharp-edge tools, the Americans take the lead.

The style introduced into the very commonest goods has not been aimed at in this country, and I consider it the chief advantage which American makers have to offer.

American files are quite equal to the majority of Sheffield make, both in finish and regularity of cutting, and in price a little lower.

I could not but observe the advantage of American and German hardware over British manufactures, both in lightness and finish and the neatness of the package, this more particularly in locks.

The main general conclusions drawn from the returns by Mr. Harris are:

1. In the best classes of goods, and in the capacity to put the best possible article on a market which requires it, the British manufacturer (and this seems generally to mean the manufacturer from the United Kingdom) is still supreme.

2. There are certain exceptions to this rule, chiefly in the case of machinery and tools of certain patterns, and in favor of the United States. Yet in these particular lines the Canadian manufacturer is often a successful competitor with those of the United States.

3. A great portion of the general colonial market is not a market for the best class of goods, and in proportion as cheap and finished imitations of such goods can be put on the market the trade will go away to the producers of such imitations. This is precisely where the foreign manufacturer is coming in.

4. There is some danger that where the trade goes to foreign competitors in the cheap goods a certain proportion of the better class of trade may also be eventually diverted.

REPORTS OF CONSULAR OFFICERS.

285

AFRICA.

ALGERIA.

The city of Algiers is built at the foot of Mount Bouzareah, on the last slopes of the Coast Range, "the Sahel."

The port facing east, well protected against all winds by neighboring hills and breakwaters, is divided into two very unequal parts by the "Mole de la Santé." The "Darse," the port of the pirates in former days, shallow, of small area, and of no commercial importance, is used by fishing crafts and as a torpedo-boat station. The remainder of the port forms but one single sheet of water, meeting five different requirements: First, it is a port of war (although not officially classed as such), the minister of the navy having ordered that most of its southern section should be left free for the use of war vessels; second, it is a fishing port, employing 154 crafts manned by 796 hands; third, it is a port of refuge; fourth, it is a merchant port, and as such ranks among the six most important of France; fifth, it is a port of supplies, and in that respect a very serious competitor with Malta and Gibraltar. It is also a port of repairs, provided with several slips and two dry docks in daily use.*

The three first requirements (relating to the navy, to fisheries, and to refuge) require a vast area of water; the fourth requires a great extent of quays.

The first of these conditions is well fulfilled by a liquid surface of 89 hectares (220 acres), where the French Mediterranean squadron (generally comprising some twenty and more line-of-battle ships, cruisers, etc.) moors without any great inconvenience to other shipping.

The fourth requirement (relating to commerce) is no longer met by the quays, 1,280 meters (4,115 feet) in length, which are inadequate for the accommodation of the million and more tons now brought to them,

* The following are the dimensions of the docks:

	Large dock.	Small dock.
	<i>Meters.</i>	<i>Meters.</i>
Length at crowning	138. 83	81. 90
Length at bottom	114. 87	61. 46
Length between exterior sides of extreme blocks	110. 42	57. 26
Width at crowning	26. 40 (+1. 20)	22. 00 (+1. 20)
Width at low-water mark	25. 92	21. 52
Width at third altar	22. 72 (—2. 01)	
Width at second altar	19. 03 (—5. 22)	16. 10 (—2. 80)
Width at first altar	15. 83 (—7. 22)	10. 60 (—5. 05)
Depth of water:		
First block after sill	8. 35	5. 68
Last block after sill	7. 81	5. 05

N. B.—Ships using the docks only pay the expenses actually incurred, i. e., for fuel and labor.

a ratio of about 850 tons to the running meter. This want of actual space entails the creation of a new port in the Bay of Agha, south of the present harbor, to be devoted solely to commerce.

The work, confided to the French Government engineers of the Ponts et Chaussées, the expense falling to the Chamber of Commerce of Algiers, has been divided into two parts. The first, authorized by the law of June 25, 1897, is now under way. The second is to be undertaken when required.

The need of this great undertaking sufficiently proves the importance attained by the port of Algiers within the last few years. Its prosperity, however, was somewhat checked in 1896, owing to the enactment of the law of finance of December, 1895, imposing in the colony the enforcement of the law of 1872, relating to the collection of the quay dues,* and which until then had been restricted to the mother country.

Prior to January 1, 1896, said taxes were levied in Algeria on the number of tons of freight landed, the total amount taxed not to exceed the net register tonnage of the vessel. According to the new law, they have been collected on the net tonnage register of the ship, without regard to the quantity of freight landed. The difference is great† and the natural result has been to exclude many ships which used to call leaving or taking freight in quantity inferior to their net tonnage.

The statistics do not disclose the fact that the port has been much affected by the new state of things. But this is owing to the large increase in the number of ships calling for supplies, and to which the new regulations do not apply. These ships naturally entail a larger importation of fuel and other necessities, thus compensating the loss due to the abandonment of the harbor by other ships that brought small quantities of cargoes. Had the basis of collection remained unchanged, the port would have been benefitted by the calling of both classes of vessels and would have shown a much more rapid progress.

Another unsatisfactory result of the measure has been the rise in the price of freight, resulting from lack of competition, and which has been such as to greatly hamper the commercial relations of the colony with foreign countries.

It would seem that the French Government has realized the defectiveness of the course adopted, a bill intended to remedy the situation being before the French Chambers. If passed as framed, it will place the business community of Algiers in much more favorable circumstances, although not as favorable as those it enjoyed prior to 1896 or would enjoy were the harbor made a free port.

As a port of supplies, Algiers meets all requirements. The harbor is safe, water plentiful and pure, coal abundant and at reasonable prices,

* Twenty cents per ton for ships from countries outside of Europe; 10 cents per ton for ships from European ports, the coast of Morocco, Ceuta, and Mogador.

† An example illustrates the facts:

Expenses incurred by a steamer of 1,000 tons net register arriving at Algiers from New York and landing 100 tons of freight.

	1895.	1896.		1895.	1896.
Pilotage.....	\$4. 02	\$4. 02	Unloading (25 cents per ton landed)	\$25. 00	\$25. 00
Mooring.....	2. 00	2. 00	Quay dues	20. 05	200. 05
Sanitary dues	30. 00	30. 00			
Tonnage dues	4. 02	4. 02	Total.....	93. 36	278. 36
Passport and stamps .....	. 25	. 25			
Ship-broker's fees	8. 02	8. 02			

Difference, \$180.

and all other supplies readily obtainable. These, added to its favorable geographical position (halfway between the Eastern Mediterranean countries and Great Britain), to the absence of safe anchorage in all weathers at Gibraltar, and to the exaggerated quarantine precautions in force at Malta, account for its remarkably rapid development as a coaling station and explain why the number of vessels calling for no other purpose than that of filling their bunkers has risen from 179 in 1886 to 2,835 in 1896 (inward and outward, war vessels not included), an increase of about 1,600 per cent in ten years.

UNITED STATES GOODS.

What share has the United States taken in the business and maritime transactions of the port of Algiers? With regard to our merchant navy, the answer is as brief as it is unsatisfactory. None. Not an article of American origin has been imported into the colony, in American bottoms, for years. It is difficult, for want of reliable statistics, to say what the imports have been. The annexed table is only an approximate statement, as it does not apply to such United States goods as have reached Algiers after having entered France or any other country. The only reliable figures relate to exports, as gathered from the records of this consulate, and the table shows that they amounted to only \$127,310 in 1896.

United States goods ought surely to make a much better showing on the Algerian market. Why do they not? Is it due to the want of enterprise of our exporters? Hardly; in enterprise they can compete with those of any other nation. It is owing to their want of knowledge regarding the requirements, the habits, and the business methods of this colony. The consulate here is flooded with catalogues and circulars in English, Spanish, and even in German sent from the States. None are in French, and yet French is the only language spoken here. They refer mostly to improved tools and high-grade machinery, seldom to agricultural implements, and yet Algeria is exclusively an agricultural country.

Catalogues and circulars, to be of avail, should meet the wants of the population to which they are sent, and they should at least be printed in the language of the country whose custom they solicit. Even such as these are far less efficient in promoting trade than good traveling agents possessing a fair knowledge of the wants and of the language of the community. One good agent is worth tons of printed matter in this respect. The time has passed when the manufacturer had only to wait, quietly seated at his desk, for the calling customer. Competition has turned the tables, and now the customer quietly waits for offers to be made to him by the manufacturer. Those who have not changed their old ways of doing business more than run the risk of being supplanted by those who have adopted methods to suit the times. If our exporters wish to develop their business relations with this country, they must send able commercial travelers, and not useless and unintelligible catalogues and circulars; useless, because they do not refer to articles needed, and unintelligible, generally, because they are not written in the language of the people.

I annex tabular statements, intended to illustrate the rapid growth of the port of Algiers during the last fifteen years and to show its present importance.

CHAS. T. GRELLET, *Consul*.

ALGIERS, *December 22, 1897.*

C B—VOL 1—19

Trade with the United States during the year 1896.

IMPORTS.

Articles.	Quantity.	Equivalent. ¹
		<i>Pounds.</i>
Lard, grease, meat—preserved	kilos .. 182, 701	402, 000
Hides of neat cattle, raw	do. 345, 493	757, 000
Oil:		
Lubricating	do. 10, 258	22, 500
Cotton-seed	do. 104, 196	229, 000
Tobacco, leaf	do. 526, 912	1, 159, 000
Agricultural implements	do. 21, 498	47, 000
Machinery, pumps	do. 3, 858	8, 400
Sewing machines	do. 6, 170	13, 500
Tin cans	do. 157, 325	346, 000
Petroleum	{ hectoliters gallons..... 25, 175 665, 073	.....

¹In round numbers.

EXPORTS.

Articles.	Values.
Algerian curiosities	\$1, 304. 24
Cork wood	991. 71
Goatskins	96, 169. 31
Rough sticks	827. 65
Wines	37. 08
Wool	1, 714. 59
All others	28, 266. 17
Total	127, 310. 75

Value of exports declared for the United States at the several consular offices in Algeria during the fiscal year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ALGHIERS.					
Algerian articles			\$247. 42		\$247. 42
Argols				\$2, 227. 77	2, 227. 77
Brass (manufactures of)			234. 78		234. 78
Camels				204. 58	204. 58
Fish (salted)				141. 27	141. 27
Goat skins	\$8, 548. 91	\$87, 422. 86	25, 387. 94	49, 513. 28	150, 872. 99
Total	8, 548. 91	67, 442. 86	25, 870. 14	52, 086. 90	153, 928. 81
BONA					
Iron ore	12, 183. 08		7, 786. 67		19, 969. 75
Grand total	20, 731. 99	67, 422. 86	33, 656. 81	52, 086. 90	173, 898. 56

General movement of navigation during the year 1896.

INWARD.

	Class of vessels.	Number of vessels.	Tonnage.	Crews.	Passen- gers.	Merchan- dise.
Movement of navigation between the port of Algiers and—						
Countries out of Europe	{Steam .. Sail.....	14 2	31,945 1,188	1,729 21	1,899	2,638 1,706
		18	33,183	1,750	1,899	4,343
French ports on the Mediterranean.	{Steam .. Sail.....	611 12	414,335 1,469	23,339 75	40,094 2	132,116 1,096
		623	415,804	23,414	40,096	133,212
French ports on the Atlantic Ocean and on the English Channel	{Steam .. Sail.....	194 2	169,835 429	4,745 15	816 1	58,814 30
		196	170,264	4,760	317	58,344
European ports on the Mediter- ranean (foreign)	{Steam .. Sail.....	152 97	131,399 6,171	4,571 527	3,916 865	21,206 4,006
		249	137,570	5,098	4,781	25,212
Other European ports (foreign)	{Steam .. Sail.....	223 4	267,567 1,029	6,066 34	150	312,954 700
		227	268,596	6,100	150	313,654
Ports of Algeria	{Steam .. Sail.....	933 236	112,517 16,763	10,218 907	11,366 298	93,971 16,370
		1,169	129,280	11,125	11,664	110,341
Ships calling for coal	Steam ..	1,418	2,172,017	39,260	.....	.....
Total	{Steam .. Sail.....	3,555 353	3,299,615 27,049	89,928 1,579	57,741 1,166	621,199 23,907
Grand total		3,908	3,326,664	91,507	58,907	645,106

OUTWARD.

Movement of navigation between the port of Algiers and—						
Countries out of Europe	{Steam .. Sail.....	28 1	48,721 569	1,906 10	753	1,922
		29	49,290	1,916	753	1,922
French ports on the Mediterranean.	{Steam .. Sail.....	528 6	398,745 888	23,451 41	36,013 4	108,190 305
		584	399,633	23,492	36,017	108,495
French ports on the Atlantic Ocean and on the English Channel	{Steam .. Sail.....	185 3	175,143 321	4,636 19	220	120,153 400
		188	175,464	4,655	220	120,553
European ports on the Mediter- ranean (foreign)	{Steam .. Sail.....	194 99	209,904 10,978	5,354 712	2,356 248	6,492 2,529
		293	220,882	6,066	2,604	9,321
Other European ports (foreign)	{Steam .. Sail.....	93 4	101,661 802	2,266 31	22	18,641 1,050
		97	102,463	2,297	22	19,691
Ports of Algeria	{Steam .. Sail.....	1,003 287	184,323 20,349	11,495 1,208	9,406 342	49,630 1,688
		1,290	204,672	12,703	9,748	51,218
Ships calling for coal	Steam ..	1,417	2,170,883	39,239	.....	261,148
Total	{Steam .. Sail.....	3,498 400	3,289,380 33,907	88,347 2,021	48,770 594	566,076 6,272
Grand total		3,898	3,323,287	90,368	49,364	572,348

General movement of navigation during the year 1896—Continued.

SUMMARY.

	Number of vessel.	Tonnage.	Crews.	Passen- gers.	Merchan- dise.
Inward.....	3,908	3,328,664	91,507	58,907	645,106
Outward.....	3,898	3,323,287	90,368	49,364	572,348
Total.....	7,806	6,649,951	181,875	108,271	1,217,454

Importance of the movement of navigation, as compared, with regard to tonnage, with that of the principal French ports, for the year 1896.

No.	Name of port.	Number of vessels.	Tonnage.	No.	Name of port.	Number of vessels.	Tonnage.
1	Marseilles.....	16,140	10,380,755	8	Cette.....	4,116	1,908,018
2	Algiers.....	7,806	6,649,951	9	St. Nazaire.....	2,976	1,601,400
3	Havre.....	18,593	5,892,933	10	Boulogne.....	5,040	1,502,301
4	Bordeaux.....	20,657	3,099,245	11	Calais.....	4,213	1,302,643
5	Dunkirk.....	5,334	2,915,382	12	Dieppe.....	3,215	854,909
6	Oran.....	3,816	2,019,506	13	Bayonne.....	1,702	534,623
7	Rouen.....	4,804	2,006,356				

¹ Doubtful figures.

Importance of the movement of navigation, as compared with that of the principal French ports (tonnage of laden ships).

No.	Name of port.	Tonnage.	No.	Name of port.	Tonnage.
1	Marseilles.....	9,019,792	7	Cette.....	1,722,760
2	Havre.....	4,576,374	8	Rouen.....	1,422,089
3	Bordeaux.....	2,804,190	9	Boulogne.....	1,331,477
4	Algiers.....	2,154,080	10	Calais.....	1,115,634
5	Dunkirk.....	2,021,154	11	St. Nazaire.....	1,078,913
6	Oran.....	1,945,133			

Importance of navigation, as compared with that of the principal ports of France, with regard to tonnage of merchandise, for the year 1896.

No.	Name of port.	Tonnage.	No.	Name of port.	Tonnage.
1	Marseilles.....	4,712,753	9	Dieppe.....	696,746
2	Havre.....	2,161,086	10	Bayonne.....	696,350
3	Bordeaux.....	2,022,055	11	Oran.....	554,483
4	Dunkirk.....	1,914,141	12	Nantes.....	472,822
5	Rouen.....	1,394,973	13	Caen.....	419,844
6	Algiers.....	1,217,454	14	Boulogne.....	409,663
7	St. Nazaire.....	1,084,273	15	Calais.....	405,434
8	Cette.....	840,297			

Importance of the movement of navigation, as compared with that of the other ports of Algeria (tonnage of merchandise), for the year 1896.

No.	Name of port.	Inward.	Outward.	Total.
		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	Algiers.....	645,106	572,348	1,217,454
2	Oran.....	173,856	375,626	554,483
3	Bône.....	73,072	343,430	416,502
4	Beni-Saf.....	1,815	262,026	263,841
5	Philippeville.....	73,924	68,212	142,136
6	Arzew.....	17,923	69,358	87,281
7	Bougie.....	32,699	40,577	74,276
8	Mostaganem.....	19,865	33,906	53,861

Special commerce for the year 1896.

IMPORTS.

Article.	Quantity.	Equivalent.
		<i>Pounds.¹</i>
Horses, asses, and mules.....number.....	653	
Cattle.....do.....	1, 108	
Meat, salted and preserved.....kilos.....	312, 049	686, 500
Hides and skins (raw).....do.....	418, 087	919, 700
Silk.....do.....	26, 681	58, 900
Lard.....do.....	692, 024	152, 200
Cheese.....do.....	1, 030, 122	2, 286, 200
Butter.....do.....	412, 887	908, 300
Fish.....do.....	910, 203	2, 002, 400
Cereals:		
Wheat.....quintals.....	28, 458	6, 261, 000
Maize.....do.....	15, 130	3, 369, 000
Oats.....do.....	465	112, 000
Barley.....do.....	5, 115	1, 125, 000
Flour.....kilos.....	7, 870, 745	17, 315, 600
Rice.....do.....	1, 093, 072	2, 404, 700
Vegetables (dry).....do.....	3, 008, 045	6, 618, 000
Chestnuts.....do.....	277, 864	611, 000
Canary seed.....do.....	19, 514	43, 000
Potatoes.....do.....	7, 914, 761	17, 412, 500
Fruit:		
Fresh.....do.....	556, 445	1, 246, 000
Dry.....do.....	755, 897	1, 663, 000
Oil-producing.....do.....	323, 339	711, 000
Sugar:		
Raw.....do.....	981, 888	2, 160, 000
Refined.....do.....	8, 190, 024	7, 018, 000
Molasses.....do.....	4, 778	105, 000
Glucose.....do.....	31, 469	69, 000
Coffee.....do.....	1, 613, 988	3, 551, 000
Pepper.....do.....	194, 410	207, 700
Cinnamon.....do.....	2, 490	5, 400
Nutmegs and mace.....do.....	1, 303	2, 900
Cloves.....do.....	52, 811	116, 200
Tea.....do.....	8, 783	19, 300
Tobacco:		
Leaf.....do.....	939, 908	2, 054, 600
Manufactured.....do.....	94, 651	208, 300
Oil:		
Olive.....do.....	55, 318	121, 600
Seed.....do.....	2, 733, 233	6, 013, 000
Timber.....1,000 kilos.....	4, 272	9, 400, 000
Timber, rough.....do.....	14, 940	32, 920, 000
Wines and liquors.....liters.....	755, 009	*198, 187
Beer.....do.....	1, 974, 036	*518, 184
Alcohol.....do.....	2, 582, 921	*678, 016
Mineral waters.....do.....	570, 387	*149, 728
Building materials.....kilos.....	41, 247, 265	90, 744, 000
Sulphur.....do.....	9, 173, 422	20, 182, 000
Coal.....quintals.....	615, 565	135, 500, 000
Petroleum.....hectoliters.....	33, 254	*878, 514
Iron, cast iron, and steel.....kilos.....	10, 701, 219	23, 243, 000
Soap.....do.....	3, 659, 276	8, 050, 400
Chicory.....do.....	179, 305	394, 500
Candles.....do.....	1, 083, 634	2, 384, 000
Pottery.....do.....	5, 336, 172	4, 740, 000
Glass and crystal.....do.....	2, 396, 813	5, 273, 000
Tissues:		
Linen.....do.....	204, 172	450, 000
Jute.....do.....	942, 902	2, 074, 000
Cotton.....do.....	5, 738, 398	12, 624, 000
Wool.....do.....	461, 300	1, 014, 000
Silk.....do.....	15, 327	33, 700
Sundry.....do.....	87	140
Paper.....do.....	4, 088, 706	8, 995, 000
Hides and skins, prepared.....do.....	920, 920	2, 026, 000
Machinery.....do.....	1, 593, 746	4, 386, 000
Works:		
Metal.....do.....	7, 477, 262	16, 451, 000
Wood.....do.....	31, 068, 439	68, 350, 000
Sparterie.....do.....	586, 335	1, 290, 000
All others.....do.....	268, 409	591, 000

¹ In round numbers.² Gallons.

Special commerce for the year 1896—Continued.

EXPORTS.

Article.	Quantity.	Equivalent.
		<i>Pounds.</i>
Horses, asses, and mules.....	Number..... 1,324	.....
Cattle and sheep.....	do..... 250,506	.....
Hides and skins (raw).....	kilos..... 712,620	1,568,000
Wool.....	do..... 638,363	1,404,500
Silk.....	do..... 1,420	3,200
Lard.....	do..... 37,679	83,000
Wax.....	do..... 19,763	43,500
Fish.....	do..... 789,848	1,738,000
Coral.....	do..... 309	680
Bones, horns, etc.....	do..... 483,240	1,063,000
Cereals:		
Wheat.....	quintals..... 24,368	5,377,000
Oats.....	do..... 16,434	3,620,000
Barley.....	do..... 17,199	3,800,000
Flour.....	kilos..... 832,033	1,830,000
Vegetables:		
Dry.....	do..... 266,559	986,500
Fresh.....	do..... 4,581,426	10,086,000
Canary seed.....	do..... 40,400	88,900
Potatoes.....	do..... 5,774,316	12,703,600
Fruit:		
Fresh.....	do..... 5,197,385	11,434,000
Dry.....	do..... 2,428,544	5,843,000
Linseed.....	do..... 546,506	1,202,300
Tobacco:		
Leaf.....	do..... 2,679,932	5,896,000
Manufactured.....	do..... 495,434	1,090,000
Olive oil.....	do..... 467,242	1,028,000
Cork wood.....	do..... 1,583,127	3,483,000
Alpa (esparto grass).....	do..... 947,370	2,084,000
Crin végétal (African fiber).....	do..... 11,828,599	26,023,000
Tan bark.....	do..... 440,196	968,000
Forage and bran.....	do..... 717,356	1,578,000
Rags.....	do..... 303,935	669,000
Wines and liquors.....	liters..... 161,935,392	1 41,293,277
Alcohol and spirits.....	do..... 563,632	1 591,813
Marble.....	kilos..... 5,048	11,100
Phosphates.....	do..... 5,600	12,300
Ore:		
Iron.....	do..... 2,700,371	5,941,000
Copper.....	do..... 590,000	1,298,000
Lead.....	do..... 100,294	220,600
Zinc.....	do..... 11,818,920	26,001,600
All others.....	do..... 1,800,499	3,961,000

¹ Gallons.

BRITISH SOUTH AFRICA.

The history of South Africa during the last few years is a fascinating study. As the politics and trade of the country appear to be inextricably interwoven, problems of a unique nature ensue, in the solution of which the manufacturers and exporters of the United States can hardly fail to be deeply interested.

It is well known throughout the world that South Africa has for some time been enjoying an era of almost unparalleled prosperity, a large measure of which the people have been favored with who dwell in that interesting region, known hereabouts as "up north." The term "South Africa," as I make use of it in this report, will be understood to mean the entire tract of country south of the eighteenth parallel, including Natal, the Orange Free State, the South African Republic, more familiarly known as the "Transvaal," and the rich section adjacent to the latter now being fast developed and called "Rhodesia," after one of Cape Town's prominent citizens (Cecil Rhodes), who has had so much to do with opening it up to civilization.

There is necessarily a close connection between the north and the south, as those terms are here understood. In a political sense, the whole of the rich and magnificent country south of the Zambesi River

is drawing into the bonds of a closer and more friendly union, and our American business men engaged in the export trade, in order to properly guard their interests in the realms of commerce, should keep fully informed of the rapid political changes and social developments going on in that comparatively new part of the world.

IMMIGRATION.

In a remarkable manner, one period of South African history terminates and another commences with the famous "Jameson raid," which startled this part of the world at the beginning of 1896. In the early days of that year, there were many persons both here and abroad who believed that the invasion of a friendly State would put an end to the period of extraordinary prosperity which had signalized South Africa as the country where fortunes were made with wonderful rapidity; it was thought by many that confidence had been shattered, that trade was consequently ruined; and that immigrants would steer clear of a country apparently so prolific of trouble to life and property. Candor compels the admission that at the time the facts seemed to point to such a conclusion.

But what do we now find? Instead of immigration falling off during the three months immediately following the "raid"—January, February, and March of 1896—there was an increase of some 60 per cent in the number of people coming to the different South African colonies from other lands, over the arrivals during the corresponding three months of the preceding year. Whether this resulted from the adventurous instincts of these newcomers or from business inducements and the prospect or hope of bettering their respective conditions is a matter of conjecture, but the fact remains.

During those months, all the vessels from Australia brought hundreds of hardy colonists, while the passenger traffic to that country and to New Zealand was for the time virtually suspended. This rush to the southern portion of the African continent continued almost unabated until the political troubles of last year, which, in their effect, were regarded by some as more retrogressive than those following the "Jameson raid" a year before. To offset the falling off in last year's business, during the past six months confidence has to a great extent been restored throughout the entire country, and large and gratifying trade returns are shown for the half year.

Before leaving the subject of immigration to South Africa, I will state that I have ascertained from the returns issued by the Cape Government, which may be taken as absolutely correct, that 27,047 adult passengers arrived by sea during the year 1895, and this was considered an extraordinary number; but in 1896, there was the still larger number of 38,669, of whom 31,602 were from the United Kingdom. It is impossible to say how many of the residue were from the United States, as all, or nearly all, from our country come by way of England, but I am satisfied the percentage was quite a high one. In this connection, I will further state that the colonial census returns give no details later than those of 1891, when the whole population of Cape Colony was found to be 956,485, of whom only 336,938 were whites, and it is almost solely to these and to those of the same class who have added themselves to the population since that year, that the exporters must look for the development or enlargement of their trade. These figures do not, however, include the province of Griqualand West, annexed to Cape Colony in 1880, it having a population of

83,375, of whom 29,670 are whites. The fact is that South Africa's present census would show, if taken, that the number of its inhabitants is increasing by leaps and bounds, and this condition of things gives some idea of the future possibilities of United States trade in this vast country.

COMMERCE.

The declared value of the goods or merchandise imported into this colony in the year 1895 was £13,285,005 (\$64,650,000), but in 1896, it increased to the marvelous figures of £25,500,000 (\$124,095,000). When we examine the statistics to see how this money was spent and to what countries it went, the figures become even more interesting. The official returns show that £16,429,705 (\$79,944,000) went to Great Britain. Following the mother country, the two leading competitors for South African trade are the United States and Germany. The figures before us go back to 1891. In that year, the imports into South Africa from the United States amounted to only £431,400 (\$2,099,000); so it will be seen to what an extraordinary degree the trade between the two countries has grown during the last six years. In 1892, these figures dropped to £418,126 (\$2,034,000), but in the year following, there was a remarkable jump in the right direction, and the figures stood at £602,025 (\$2,929,000). In the next year, 1894, the increase was but a moderate one, hardly in proportion to the growth in population, the imports from the United States standing at £632,618 (\$3,078,000). Then came two years of unusual prosperity. Affairs in South Africa had settled themselves, and the mind of the British public had been especially drawn toward this far-away colony as a possible home for many who were living in overcrowded English communities. In 1895, the imports into the colony from our country had risen to the gratifying value of £1,294,413 (\$6,271,000), but in the following year, 1896, there was the most extraordinary rise of all, the figures being £2,887,210 (\$14,031,840) as the declared value of the goods and manufactures coming from the United States.

Alongside these figures, it is interesting to place those of the imports from Germany, America's greatest competitor for South African trade, and they may be studied with profit by the exporter who desires to keep his finger on the pulse of the world's commerce. There was a time when German importations in many branches of trade practically held the field against all comers. The South African prejudice was all in favor of things "made in Germany." But within the last year, there has been a wonderful change with regard to importations from that country. It would appear that colonial merchants will not purchase German goods if they are able to procure them from England or the United States at the same price. Notwithstanding this, German trade has made rapid strides during the last six years, although during the last twelve months or more, its increase has been materially checked, to the consequent advantage of English and American shippers. The fact remains, however, that German commerce has largely increased from year to year since 1891. The figures taken year by year are an interesting accompaniment to those which show the size and growth of America's trade with South Africa during the space of time under consideration. The imports from Germany into this country in 1891 amounted in value to the sum of £173,690 (\$845,000); in 1892, £231,172 (\$1,124,000); in 1893, £295,480 (\$1,437,000). In the following year, 1894, there was an exceptional increase. They jumped to £498,758 (\$2,427,000), and this high tide was more than maintained until the end of the year 1895, when the figures had risen to £828,617 (\$4,032,000).

Then came Germany's "fat year," 1896. The value of the imports from that country increased considerably, but they did not maintain anything like an equal proportion to the shipments of the United States, the figures for the year being £1,264,537 (\$6,173,000).

A comparison of these statistics will reveal at a glance that it is an encouraging fact that the United States has altogether outpaced its old rivals in the field, and it is safe to predict that this advance will continue in the interests of American exporters.

IMPORTS FROM THE UNITED STATES.

Going further into details, the following table, compiled from the colonial government's returns, shows the nature and value of the imports received from the United States during the years 1895 and 1896:

Articles.	1895.		1896.	
	Value.	Equivalent. ¹	Value.	Equivalent. ¹
Agricultural implements	285,660	\$416,000	288,937	\$429,000
Books, maps, engravings, etc.	7,574	35,000	7,220	34,000
Breadstuffs	74,821	361,000	318,180	1,548,000
Wheat flour	22,351	107,000	189,163	920,000
Carriages, cars, etc.	32,543	155,000	79,189	384,000
Cotton manufactures	107,221	520,000	149,700	725,000
Wearing apparel, etc.	8,223	39,000	4,251	19,000
Fruits and nuts	5,188	24,000	18,244	63,000
Builders' hardware	49,573	238,000	20,608	97,000
Steam engines, machinery, etc.	248,991	1,207,000	299,556	1,455,000
Sewing machines	2,283	10,000	3,484	15,000
Cycles			12,853	58,000
Leather and manufactures	8,021	39,000	10,532	49,000
Resin, tar, etc.	448	2,000	552	2,600
Spirits of turpentine	5,238	25,000	5,122	24,000
Mineral oils	191,128	929,000	232,540	1,130,000
Vegetable oils	15,747	73,000	24,584	116,000
Paraffin and paraffin wax	8,577	40,000	6,631	30,000
Canned beef	32,650	155,000	98,452	477,000
Salted and pickled beef	2,543	12,000	2,752	13,000
Bacon	372	1,400	897	4,000
Hams	537	2,400	1,545	7,300
Pork	1,335	6,300	1,162	5,400
Lard	8,422	40,000	14,592	68,000
Butter	303	1,400	280	1,300
Seeds	108	560	550	2,600
Sugar	6,990	33,000	3,412	15,000
Tobacco	30,630	149,000	37,403	180,000
Cigars, cigarettes, etc.	34,922	165,000	56,917	283,000
Timber and unmanufactured wood	22,356	107,000	47,138	229,000
Lumber	165,687	813,000	23,214	112,000
Manufactured wood	114,716	555,000	128,311	623,000

¹ In round numbers.

The remarkable development of trade between South Africa and the United States is indicated further by the shipping statistics, which show an increase in the last two years of at least 50 per cent in the shipments of the various articles of commerce that the merchants here order from American manufacturers and dealers, and it can be safely predicted that, at the end of the current year, there will be a still more marked increase in such traffic. A line of steamers running at regular intervals is now connecting the two countries, and they are packed with goods as they arrive from month to month.

TARIFF.

There is an important factor which will have a momentous influence on exports from the United States to this part of the world, in the recent passing by the Cape Parliament of an act to amend the

"Customs Union Tariff Rates" of 1889, adopted by the Governments of Cape Colony and the Orange Free State. Exporters will need to examine carefully this new tariff list, which went into force on the first day of the present month. In consequence of the reduction in many of the customs rates, the taxpayers of the colony will be relieved to the extent of between £400,000 (\$1,946,000) and £500,000 (\$2,433,000) a year, as there will be that amount less collected in customs dues on imports than before the rates were lowered. I believe this lessening of the tariff charges will have a greater and more favorable effect upon United States trade with this enterprising colony, than upon that of any other country. I will refer to a few of the imports which will be affected by the new rates:

During the last year or two, there has been a large increase in the exportation of bottled beer from the United States to this country, and this sort of traffic will probably keep on increasing, as the revised tariff does not affect it materially, the former duty of 1s. 6d. (36 cents) per imperial gallon on all strength exceeding 2 per cent proof spirit being maintained. Three farthings ($1\frac{1}{2}$ cents) per pound duty has been taken off coffee, and 4d. (8 cents) per pound off tea. The most important reduction is in the case of kerosene or paraffin oil, as it is called here, in which a large and increasing trade is done with the United States. Under the former tariff, there was a duty of 1s. (24 cents) per imperial gallon, but this has been reduced to 3d. (6 cents) per gallon, which can not fail to give a new impetus to an already flourishing industry. The retail price of "The Light of the Age" brand, 150°, was, under the former tariff, 17s. 6d. (\$4.25) in Cape Town, but this now drops, in consequence of the new rates, to the comparatively moderate price of 10s. 6d. (\$2.55) per case. This important reduction, in connection with the fact that wood and coal for fuel purposes are sold at almost prohibitive prices, will in all probability revolutionize the trade, so far as this colony and the Orange Free State are concerned, in kerosene oil and oil stoves imported into those sections from the United States. The costliness of fuel in Cape Town and vicinity is evidenced by the fact that the retail price of coal there is 3s. (72 cents) per 100 pounds, and coke is only 6d. (12 cents) per 100 pounds cheaper.

Oil springs have been struck in different places in South Africa, but the oil obtained is so crude and of so undesirable a quality that the people of this country will be obliged to look to the United States for their supplies of kerosene for many years to come, and I do not see why the recent reduction in the duty thereon will not cause the amount to be exported from our country to these colonies during the next twelve months to be at least double the quantity sent here during the past year. To make up for the deficiency in the customs revenue caused by lowering the duty on oil, the Government has put an increased duty on tobacco of 2s. per pound, the new rate being 4s. (97 cents) per pound. There is a 4s. per pound duty on cigarettes, nearly all of which come from America, and retailers throughout the two colonies, I have learned, have already increased the price of small packages of ten by a penny (2 cents).

Another important matter, and one which greatly concerns American trade, is the abolition of the duty on agricultural implements and machinery, in which there is a very large traffic with America. Hitherto, there has been a very excessive duty of £10 (\$48) levied on each £100 worth of machinery. The United States is preeminently in the foreground as to exports of iron implements and machinery, in the purchase of which a vast sum of money goes out of this South African country every year.

In one important respect, the new tariff is disappointing to many of the householders of Cape Colony; it provides no reduction in the duty on imported breadstuffs and frozen or canned meats. It is not necessary to remind American exporters of the extensive trade here and in the Transvaal and other portions of South Africa in canned meats, as the United States almost holds a monopoly of that important traffic. The former duty of 2d. (4 cents) per pound remains, but as long as the terrible "rinderpest" is raging, with no signs of abatement, among the cattle of South Africa, it would look as if the people of the entire country south of the Zambesi would be dependent on beef supplies from other lands before very long. As it is, their present supply of meat is insufficient in quantity, indifferent in quality, and excessively high in price. If no change for the better comes soon, the people will have to fall back upon American canned meats or frozen meats from Australia, and it seems very likely that there will soon be a much larger quantity of this sort of food imported into this country than formerly.

At present, the cheapest brands of United States canned beef are sold in Cape Town at 9d. (18 cents) per pound. Chipped beef sells for 1s. 3d. (30 cents) per pound. For meats put up in this form, South Africa sent £40,838 (\$198,000) to America last year.

FREIGHT RATES.

A glance at the shipping freight rates shows the great advantage American exporters have over those in England and Germany. The freight from the United States to Cape Town is: First class, fine goods, 35s. (\$8.50) per ton; second class, fine goods, 25s. (\$6); third class, rough goods, 22s. 6d. (\$5.46); fourth class, rough goods, 17s. 6d. (\$4.25). The rates from Germany to Delagoa Bay are: First class, 50s. (\$12.15); second class, 40s. (\$9.72); third class, 37s. 6d. (\$9.11); fourth class, 35s. (\$8.50). The freight from England is: First class, 55s. (\$13.36); second class, 42s. 6d. (\$10.12); third class, 35s. (\$8.50); and fourth class, 32s. 6d. (\$7.78).

The facts which I have briefly given will, I believe, convince our American merchants and manufacturers that the import trade of South Africa is rapidly increasing in importance, and that they can secure a considerable portion of it by "hustling for it," as that expressive colloquialism is understood in the United States.

FRANK W. ROBERTS, *Consul*.

CAPE TOWN, *July 7, 1897.*

Value of exports declared for the United States at the several consular offices in British South Africa during the fiscal year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CAPE TOWN.					
Aloes			\$403. 32		\$403. 32
Argols		\$1,956. 37			1,956. 37
Buchu		274. 95	423. 95	\$277. 16	976. 06
Feathers	\$8,356. 44	16,846. 95	9,908. 35	20,543. 09	55,655. 43
Flowers		2,087. 36			2,087. 36
Lobsters	13,527. 66	4,668. 62			18,196. 28
Skins (sheep)		3,888. 10	7,417. 04		11,305. 14
Wool, grease		134,410. 16	88,039. 86		222,450. 02
Wool, scoured		1,717. 56			1,717. 56
Wine	19. 00		12. 16		31. 16
Total	21,903. 10	165,850. 07	100,204. 68	20,820. 85	314,778. 70

Value of exports declared for the United States at the several consular offices in British South Africa during the fiscal year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
DURBAN.					
Dry hides		\$7,921.25	\$4,700.00	\$4,785.00	\$17,386.25
Horseshoes			1,094.92		1,094.92
Grease wool			30,206.00	23,021.00	53,227.00
Total		7,921.25	36,000.92	27,786.00	71,708.17
EAST LONDON.					
Goat skins	\$2,994.06	3,365.18	1,978.80		8,338.04
Hides, dry	2,686.06	6,602.29	4,189.08	6,881.59	20,859.02
Hides, wet, salted		127.98			127.98
Wool, grease				10,408.34	10,408.34
Total	5,680.12	10,095.45	6,167.88	17,289.93	39,233.38
PORT ELIZABETH.					
Hides	1,867.53	6,514.47	24,175.31	38,255.29	70,812.59
Machinery				973.30	973.30
Skins	8,124.52	15,997.74	19,998.86	10,884.47	55,005.59
Wool		155,898.26	230,120.76	43,721.96	429,740.99
Total	9,492.05	178,410.47	274,294.93	93,835.02	556,032.47
RECAPITULATION.					
Cape Town	21,903.10	165,850.07	106,304.68	20,820.85	314,778.70
Durban		7,921.25	36,000.92	27,786.00	71,708.17
East London	5,680.12	10,095.45	6,167.88	17,289.93	39,233.38
Port Elizabeth	9,492.05	178,410.47	274,294.93	93,835.02	556,032.47
Total British South Africa	37,075.27	362,277.24	422,668.41	159,731.80	981,752.72

SHIPPING.

Number and tonnage of vessels which entered at the ports of Cape Town, Port Elizabeth, East London, and Durban in foreign trade, with cargo or in ballast, for the year ended June 30, 1897.

	Cape Town.		Port Elizabeth.		East London.		Durban.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
With cargo	619	1,636,969	215	310,238	183	605,586	814	1,215,572
In ballast		40,124		12,964		3,586		
Total	619	1,677,093	215	323,202	183	609,172	814	1,215,572

Number and tonnage of American vessels which entered the ports of Cape Town, Port Elizabeth, East London, and Durban, with cargo or in ballast, for the year ended June 30, 1897.

	Cape Town.		Port Elizabeth.		East London.		Durban.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
With cargo	7	6,235	9	6,613	3	2,601	11	9,265
In ballast				682				
Total	7	6,235	9	7,295	3	2,601	11	9,265

Arrivals and departures of American vessels at Cape Town, Port Elizabeth, East London, and Durban for the year ended June 30, 1897.

	Cape Town.		Port Elizabeth.		East London.		Durban.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Arrivals	7	6,235	10	7,295	3	2,691	11	9,265
Departures	6	5,501	8	6,917	4	3,236	8	6,278
Total	13	11,736	18	14,212	7	5,927	19	15,543

FRANK W. ROBERTS, *Consul.*

CAPE TOWN, *September 21, 1897.*

EGYPT.

In compliance with instructions per Department of State circular of August 10, 1897, I beg to submit herewith comparative statement of merchandise exported from and imported to the three principal ports of this country, and a special statement of the shipments of cotton to various countries for the year ending August 31, 1897. Cotton is the most valuable export of the country, the next important being sugar cane, which, although in its infancy, is advancing steadily with the development of the country and is a very valuable crop.

Rice and onions are largely produced and consumed in the country. Out of 6,982,935 kilograms (15,275,538 pounds) of the former exported in the first six months of this year 6,196,688 kilograms were shipped to Turkey.

Egypt practically has no manufactories, and there is but small demand for United States goods. The latter, however, can be increased, I believe, with proper energy. I have endeavored to prove this by my own exertions, which have met satisfactory results. The natives are very slow to take up new improvements in machinery, agricultural implements, etc. Common labor is so cheap (about an average of 25 cents per diem) and their prejudices so strong that they prefer to continue from year to year in the footsteps of their fathers and grandfathers, rather than to save themselves toil by adopting new methods and modern improvements. In addition, the requirements of the masses are very slight; they live on coarse bread, rice, beans, onions, and, when near the seacoast, fish. The food costs per capita about 10 cents (2 piasters) per diem. Also, owing to the mild climate, their cotton dress is very light and cheap, and both men and women generally go barefooted throughout the year, thus creating but little demand for wearing apparel and for boots and shoes.

Imports of merchandise from principal countries during first half of years 1897 and 1896.

Countries.	1897.		1896.	
	Value.	Equivalent. ¹	Value.	Equivalent. ¹
England	\$1,950,547	\$9,700,000	\$1,552,796	\$7,700,000
Germany	161,549	800,000	157,391	750,000
United States	51,662	250,000	34,263	170,000
Austria-Hungary	397,697	1,950,000	362,386	1,800,000
Belgium	260,251	1,300,000	255,926	1,200,000
France	671,732	3,350,000	622,253	3,100,000
Italy	216,170	1,080,000	180,230	900,000
Russia	198,551	990,000	184,013	920,000
Turkey	1,051,992	5,250,000	986,967	4,900,000
All other countries	5,540,451	27,700,000	4,864,849	24,300,000
Total	10,500,602	52,370,000	9,201,064	45,740,000

¹ In round numbers.

Exports of merchandise to principal countries during first half of years 1897 and 1896.

Countries.	1897.		1896.	
	Value.	Equivalent. ¹	Value.	Equivalent. ¹
England	£2,987,701	\$14,900,000	£3,254,229	\$16,270,000
Germany	271,840	1,350,000	207,662	1,000,000
United States	788,618	3,940,000	704,710	3,900,000
Austria-Hungary	309,786	1,540,000	370,003	1,850,000
Spain	147,681	700,000	180,227	900,000
France	680,940	3,400,000	696,963	3,480,000
Italy	286,793	1,430,000	204,596	1,020,000
Russia	974,918	4,870,000	816,856	4,080,000
Turkey	193,428	960,000	202,539	1,010,000
All other countries	6,976,748	34,880,000	6,993,846	34,960,000

¹ In round numbers.

Imports and exports of merchandise from January 1 to July 31, 1897 and 1896.

IMPORTS.

Port.	1897.		1896.		Increase (+) or decrease (-).	
	Value.	Equivalent. ¹	Value.	Equivalent. ¹	Value.	Equivalent. ¹
Alexandria	£4,892,249	\$24,460,000	£4,200,696	\$21,000,000	+ £691,553	\$3,460,000
Port Said	294,475	1,470,000	277,383	1,380,000	+ 17,092	90,000
Suez	316,123	1,580,000	355,529	1,770,000	- 39,406	195,000

EXPORTS.

Alexandria	£6,870,465	\$34,350,000	£6,884,833	\$34,420,000	- £14,368	\$70,000
Port Said	4,850	24,000	4,395	21,000	+ 455	2,200
Suez	54,327	270,000	47,616	230,000	+ 6,711	33,000

¹ In round numbers.

Export of cotton, cotton seed, sugar, and rice, from January 1 to July 1, 1897.

	Quantity.	Equivalent.	Value.	Equivalent. ¹
Cotton	2,593,186 cantars..	285,846,892 lbs.	£4,828,198	\$24,140,000
Cotton seed	3,764,039 hectoliters..	10,682,345 bush.	755,207	3,770,000
Sugar	1,304,349 cantars..	143,778,390 lbs.	567,036	2,890,000
Rice	6,982,935 kilos..	14,294,478 lbs.	61,848	300,000

¹ In round numbers.

Flour is the principal article of importation. For the first six months of this year, 37,718,401 kilograms (83,144,086 pounds) have been imported, of which 30,822,173 kilograms, of the value of £195,591 (\$970,000), came from France and Algiers.

Export of cotton and cotton seed from September 1, 1896, to August 31, 1897.

Country.	Quantity.	Country.	Quantity.
	<i>Bales.¹</i>		<i>Bales.¹</i>
England	341,865	Germany	15,713
Russia	126,818	Belgium	4,090
Austria	67,015	India	2,612
France	64,776	Japan	1,374
Italy	51,702	Sweden	89
United States	51,056		
Spain	21,714	Total	748,243

¹ Steam pressed.

I send you by this mail a copy of regulations and charges of the port of Alexandria,* under separate cover.

ETHELBERT WATTS,
Acting Agent and Consul-General.

CAIRO, October 11, 1897.

Value of exports declared for the United States at the several consular offices in Egypt during the fiscal year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CAIRO.					
Carpets			\$8,469.04	\$3,224.78	\$11,693.82
Cigarettes	\$868.78	\$461.27	744.55	1,287.25	3,361.85
Gum arabic				1,643.08	1,643.08
Senna	7,073.25	6,708.86	6,429.69	10,924.61	31,136.41
Skins	9,768.85	7,522.04	10,536.73	5,685.78	33,513.40
All other articles, bazaar goods mostly	219.48	505.41	7,090.41	2,741.85	10,557.15
Total	17,930.36	15,197.58	33,270.42	25,507.35	91,905.71
ALEXANDRIA.					
Cigarettes			1,225.14		1,225.14
Cotton	21,027.49	1,389,145.64	2,147,632.10	498,641.38	4,056,446.61
Onions			1,436.00	14,468.55	15,904.55
Rags		2,769.80	23,154.88	11,327.32	37,252.00
Sugar			1,609,739.07	978,972.73	2,588,711.80
Tobacco	1,467.86	170.70	226.17	1,150.67	3,015.40
All other articles	89.29	2,929.22		443.64	3,462.15
Total	22,584.64	1,395,015.36	3,783,413.36	1,506,004.29	6,706,017.65
Grand total	40,515.00	1,410,212.94	3,816,683.78	1,530,311.64	6,797,923.36

There were no exports from the other consular agencies.

SUEZ CANAL.

Statement showing the traffic of the Suez Canal during the six months ended December 31, 1897.

[Compiled in the Bureau of Foreign Commerce from monthly returns transmitted by Consul-General Harrison, of Cairo, under date of February 3, 1898.]

Flag.	Number of vessels.	Net tonnage.	Receipts.
Austrian	39	93,888	\$100,014
Belgian			
British	900	2,580,589	4,756,719
Chinese	1	1,470	2,646
Dutch	100	186,579	343,789
Egyptian			
French	100	262,730	501,613
German	164	430,936	747,383
Italian	32	63,399	127,185
Japanese	18	68,121	125,226
Norwegian	20	40,357	71,409
Portuguese	1	195	351
Russian	25	82,584	162,181
Siamese	1	1,280	2,304
Spanish	21	57,573	119,916
Swedish	1	1,226	2,206
Turkish	3	1,077	2,061
United States	2	3,030	3,746
Total	1,428	3,874,034	7,140,776

* The charges for the port of Alexandria are as follows:

Mediterranean light dues: Vessels from 1 to 800 tons, 2½ cents per ton; 800 tons and upward, 1½ cents; 5 per cent discount is given for regular postal steamers.

Red Sea light dues: From 1 to 800 tons, 7 cents; 800 tons and upward, 3½ cents. The same discount as above is granted to regular postal steamers.

GERMAN EAST AFRICA.

Consul Stephan, of Annaberg, Germany, under date of September 30, 1897, sends the following report on the commercial condition of German East Africa :

IMPORTS.

The German Colonial Journal gives a very valuable list of articles imported into the German East African colonies, with a view of calling the attention of the German exporters to this market. A large part of the trade is at present in the hands of the English, which the Journal thinks could be done equally as well by the Germans if they would pay more attention to their own colonies. The United States, too, has a fair share of this East African trade, but a large part of it is done through English commission houses. It seems to me that our trade with East Africa should not only be increased but that it should also be done directly instead of through English firms. The field is a large one, and the country is new. It therefore deserves the full attention of our exporting manufacturers. Even the smallest order should not be ignored. A \$100 order this year may mean one for \$100,000 in five years. The country is capable of great development. The most beneficial commerce, says Sir Richard Torrens, is that carried on between a country possessing manufacturing superiority and a new country possessing extensive tracts of fertile and unoccupied land.

In the following list, I have omitted those articles which are not produced in the United States, such as venetian beads, pearls, dates, etc., and could not be handled with advantage by American houses.

The foreign values, weights, and measures used in the following are : 1 franzella equals 35 pounds English ; 1 djisla equals 360 pounds English ; 1 korja equals 20 pieces ; 1 rupee of 16 annas equals 48½ cents (about).

Cotton, "pampa," coming exclusively from India, annual import about 40,000 pounds English, valued at 3,500 rupees (\$1,880), is used chiefly for the manufacture of mattresses. The price on the coast for cleaned cotton is from 5 to 10 rupees (\$2.40-\$4.85), and for waste cotton 1 to 2 rupees (48-97 cents). Cotton culture has lately been introduced in the colony, and the samples taken to the Hamburg market by the German East African Company proved to be very satisfactory and brought good prices. The cost of production is, however, too high, owing to high wages. From Lamu, where the production of cotton rests exclusively in the hands of the natives, large quantities of cotton are said to be exported annually to Zanzibar and India.

Unbleached cotton stuffs.—1. Gray sheetings, plain weave, serve as clothing for those inhabitants who live at a distance from the coast; they are imported in large quantities.

(a) "Amerikano assili," 36 inches by 30 yards, and 27 inches by 30 yards, comes chiefly from North America and is shipped to Zanzibar on sailing vessels. Coast price is 5 to 5½ rupees (\$2.40-\$2.65) per piece; annual import about 200,000 pounds, valued at 122,000 rupees (\$59,170).

(b) "Amerikano gamti," an imitation of "Amerikano assili," of inferior quality, having different lengths and breadths, comes exclusively from India, and is marketed by the respective factories as Colaba, Oriental, Mazagaon, Standard, Alliance, etc. Prices vary according to quality and size, averaging, however, one-half rupee (24 cents) to the

pound. It is introduced in large quantities, especially into Bagamoyo, whence it enters the interior as a medium of exchange for ivory.

(c) "Amerikano uleiti," of inferior quality and various sizes, is chiefly manufactured in England; average price from 9 to 10 annas (30 cents) a pound.

2. Gray drills, twilled weave, 28 inches by 40 yards.

(a) "Marduff assili," comes exclusively from the United States by sailing vessels to Zanzibar. It is chiefly utilized for the manufacture of dhow sails and tents. Cost price $9\frac{1}{2}$ to 10 rupees (\$4.60-\$4.85) a piece, a bale containing fifteen pieces.

(b) "Marduff gamti," cheap quality, made in India, is chiefly used for clothing. Price 7 to $7\frac{1}{2}$ rupees (\$3.40-\$3.65) per piece.

(c) "Marduff uleiti," manufactured in England, is used for boat sails and clothing. Price 8 to $8\frac{1}{2}$ rupees (\$3.90-\$4.14) a piece.

Half-bleached white stuffs, 35 to 36 inches by 36 yards.—1. Satin, plain weave, serving for clothing; "satin uleiti" comes from England, "satin gamti" from Bombay. Price per pound about 8 to 9 annas (25-27 cents).

2. Gray shirtings, plain weave, used for clothing in breadths of 30 to 54 inches and lengths of $37\frac{1}{2}$ to $38\frac{1}{2}$ yards, is manufactured in Manchester and imported under the name of "ulayiti" (Suaheli), longcloth (English), "nankalak" (Hindoo). Price about 10 annas (30 cents) a pound, a bale having fifty pieces.

3. Gray corded scarfs, "schuka uleiti," 50 to 52 inches by $3\frac{1}{2}$ to $3\frac{1}{2}$ yards, and 25 to 26 inches by $6\frac{1}{2}$ to 7 yards, plain weave, strongly finished, hemmed with cords and fringed at the ends, is imported from England in packages of from two to ten pieces each, of which the broad pieces are used for bed sheets, the others for loin cloths.

Bleached white cotton stuffs.—1. White shirtings, plain weave, and well finished, in breadths of 28 to 60 inches—principally 31 inches—and in lengths of 40 yards, are used chiefly for the manufacture of shirts, "kanzu," and appear in the trade under the name of "bafta" (Suaheli), "basto" (Hindoo), and especially under the label of "bafta faranza No. 500." Price about $4\frac{1}{2}$ to 5 rupees (\$2.16-\$2.40) a piece. The very low grades, "bafta dondo," price $3\frac{1}{2}$ to 4 rupees (\$1.65-\$1.95) a piece, are used as shrouds. They come from England, rarely from America and Holland. Nainsook, muslin, schagornati, dora, plain and patterned and not finished weaves, 28 to 40 inches by 20 yards, find a market only in smaller quantities for shirts for the natives. Price 1 to 8 rupees (48 cents-\$3.90) a piece. They come from England via Bombay.

2. White drills, twilled weave, and finished, called marduff, 26 to 27 inches by 40 yards, serve almost exclusively for suits for the Europeans; imported from England and America. Price 11 to 18 rupees (\$5.30-\$8.70) a piece.

Plain dyed cotton stuffs.—1. Dark blue dyed stuffs, "kaniki," plain weave, strongly finished, in breadths of from 34 to 60 inches and lengths of $7\frac{1}{2}$ to 8 yards, are imported in large quantities from India, where they are made from English longcloth. Of one piece of longcloth, 40 inches wide, weighing 7 to 8 pounds, are made five pieces of kaniki. Price per korja (20 pieces) 18 to 20 rupees (\$8.70-\$9.70). This cloth is laid in five folds to the width, and, owing to this, is called by the natives "kaniki kunjo tano."

Forty-three and 45 inches wide: made of one piece of longcloth, of 8 to 9 pounds, laid in six folds, "kaniki kunjo sitta," price 22 to 27 rupees (\$10.60-\$13) per korja.

Fifty inches: from a 9 to 7 pound longcloth, seven folds; price 27 to 30 rupees (\$13-\$14.50).

Fifty-four and 60 inches: from 10 to 11 pound longcloth, in eight folds; the length in these pieces is not 8 but 4 yards, and for this reason forty to forty-two pieces are counted to the korja. Price 30 to 36 rupees a korja (\$14.50-\$17.40 per twenty pieces).

Similar goods, although of a better grade, are imported from England and Holland, and are sold particularly in the following sizes: 35 to 36 inches by $7\frac{7}{8}$ to 8 yards, 17 to 18 rupees (\$8.24-\$8.73) a korja (twenty pieces); 40 to 41 inches by $7\frac{7}{8}$ to 8 yards, 20 to 21 rupees (\$9.70-\$10.18) a korja; 44 to 46 inches by $7\frac{7}{8}$ to 8 yards, 21 to 22 rupees (\$10.18-\$10.60) a korja; 52 to 54 inches by $7\frac{7}{8}$ to 8 yards, 22 to 25 rupees (\$10.60-\$12) a korja.

Originally indigo was used for dyeing these stuffs, but now the work is done with cheap substitutes.

The annual importation of kaniki, which is used as clothing for the natives of the interior, amounts to about 700,000 pounds, at a value of 606,000 rupees (\$293,900) of which not quite 2 per cent is of European manufacture.

Dark blue muslin, "ukeia," 30 to 32 inches by 19 yards, used in small quantities as head gear for the women, comes from England. Price, 25 rupees (\$12) per korja.

2. Red-dyed cotton stuffs, "bendera" (suaheli), "madrassi" (Hindoo), chiefly as twilled thin weave, 26 to 28 inches by 24 yards, are used in considerable quantities for clothing. Product of Switzerland, Holland, and England. Turkey red was formerly used as a medium for dyeing these cloths, but aniline has now almost supplanted this. Price 3 to 4 rupees (\$1.45-\$1.95) a piece.

3. Brown-dyed cotton cloths, "hodrung," plain weave, mostly 28 to 32 inches by 8 yards, but also in pieces of 40 yards, are exclusively imported from England, via Hamburg, and used for shirts for the natives. Price, $1\frac{1}{2}$ to 2 rupees (70-96 cents) a piece of 8 yards. The original goods, manufactured in Arabia, washable and of better quality, ranging at 4 to 10 rupees (\$1.95-\$4.85) per length, are worn only by the well-to-do Arabs, and have lately been almost crowded out by the European product.

4. Shawls, "kanga," plain and twilled weave, 48 to 52 inches by 70 to 80 inches, are made chiefly in black and dark blue, "kanga kaniki," but also in other colors. Some have fringes at the ends. Manufactured in Holland. Price, 12 to 20 rupees per korja (\$5.82-\$9.70 per twenty pieces.)

Prints.—1. Calicos, "shiti," plain weave, 26 to 28 inches by 24 yards, printed in one or more colors—especially red and black—have found during the last few years but little sale, whereas ten years ago they formed an important item. They are used as clothing by the inhabitants. Price, 3 to 8 rupees (\$1.45-\$3.88) a piece.

2. Lesso, plain weave, about 23 inches by 21 yards, comes in pieces of twelve sheets, white and red, also white. Red, rose, and green are also used, but much less than in former years, and only in insignificant quantities. It serves as clothing for the natives, who sew together six pieces in the shape of a shawl. Price, 1 to $1\frac{1}{2}$ rupees (\$0.48-\$0.60) per dozen. Made in Holland and England.

3. Shawls, malabari, kanga, and kissutos, chiefly plain, but also twilled and pattern weave, 50 to 52 inches by 70 to 72 inches, come in pieces of 5 shawls each, printed in one or two colors. Ordinarily the colors are a white background, with black, brown, or red, also red back-

ground with rose and white. Frequently fashion dictates other color combinations. The patterns change constantly from large to small, then to flowers or geometrical designs, and sometimes representations of animals, especially parrots, become popular. These shawls are very popular among the native women. The annual import is about 230,000 pounds, at a value of 350,000 rupees (\$169,000).

"Malabari" is the name given to those shawls which have a hard, glossy finish, kanga those without, while kissuto is the appellation for a class of patterns which resemble each other, and which consist of a black background with white and red objects. The malabari, kanga, and the principal part of the kissutos are made in Holland, Germany, and England, and a small part of the inferior quality of kissutos, printed in India on English-made goods, finds a market. The price of the European product fluctuates from 14 to 20 rupees (\$6.80-\$9.70) per korja. The stronger Hindoo goods, which are broader, receive 16 to 20 rupees (\$7.75-\$9.70).

Colored cloths.—1. Loin cloths, with black borders, "schedder gamti" (Hindoo), "schuka gamti" (suaheli), plain weave, ending in fringes, at either edge a black border 1 to 2 inches broad, are brought from India in breadths of 35 to 60 inches and about 2 yards length. Two pieces are usually connected through the fringes. The better goods have at the ends an interwoven colored stripe. Prices: 40 inches broad, 4 yards long, 6 to 7 rupees (\$2.90-\$3.40) per korja (twenty pieces); 42 inches broad, 4 yards long, 7 to 8 rupees (\$3.40-\$3.88) per korja; 45 inches broad, 4 yards long, 8 to 9 rupees (\$3.88-\$4.35) per korja; 50 inches broad, 4 yards long, 9 to 10 rupees (\$4.35-\$4.85) per korja.

Similar goods of better quality and finish are brought from England, called "schedder uleiti," the usual widths being 35 to 36 inches, 44 to 46 inches, and 48 to 50 inches, the lengths of 2 to 2½ yards influencing the prices, which range from 7 to 12 rupees (\$3.40-\$5.80) per korja.

2. Loin cloths of gray shirtings, with borders, "kikoi," plain weave, have at either edge a single or multicolored border, of plain or twilled weave, 1½ to 8 inches wide. Usual widths are 35 to 36 inches, 39 to 40 inches, and 44 to 45 inches; length of pieces 23 to 25 yards, each piece being in twelve divisions, connected with fringes, and the more expensive grades having a colored cross border at each end. Each division represents one apron.

The European products, "kikoi ulaia," are made in England and Holland. Price 4 to 9 rupees (\$1.95-\$4.35) per piece of twelve lengths.

3. Colored aprons, "kunguru," plain weave, ending in fringes, chiefly with two-colored patterns and a 4 to 5-inch border, are used by the natives as clothing in breadths of 45 to 50 inches and in lengths of 80 to 108 inches. Especially popular is a pattern of blue and white checks and white checks with red borders. Product of Holland and England. Prices vary according to quality and size from 8 to 30 rupees (\$3.88-\$14.50) per korja.

4. Muscat aprons, "kissua," plain weave, are in different qualities and sizes, in breadths from 18 to 20 inches and lengths from 70 to 120 inches, partly cotton and partly silk; two pieces are sewed together lengthwise, the ground being usually two or tricolored. The colored border is frequently of silk interwoven with gold threads. There are a number of patterns which have long been popular, particularly Debuani, Siweki, Kariati, Bendera, Jawa, Kitambi moto, Rehani, Ismaili, Schaterbaz, Burra, Subaia, Barwazi.

The goods are used partly as turbans, "kilemba," and aprons, "kikoi,"

and partly as shawls by the well-to-do inhabitants—Arabs and chiefs of the interior. Originally, Muscat supplied most of these goods, and the best qualities are still procured there, but India—Surat and Outch—furnishes considerable quantities of the more inferior kinds. England, Holland, and Switzerland produce imitations of these goods in two grades, 19 to 20 by 75 to 80 inches and 35 to 38 inches by 24 yards, of which each piece has twelve aprons; but these have but inconsiderable sale. The range of prices of these Muscat cloths varies according to quality and size, the European products receiving 10 to 20 rupees per korja (\$4.85–\$9.70 per twenty pieces). The Hindoo goods, for which the raw material is brought from England, sell at 10 to 60 rupees (\$4.85–\$29) a korja, while the genuine Muscat products, which are hand made, receive 5 to 100 rupees (\$2.40–\$48.50) apiece.

The annual import of Muscat cloths, including silks and imitations, amounts to 10,000 pounds, at a value of 30,000 rupees (\$14,500), and that of cloths, exclusive of silks, to about 140,000 pounds, at a value of 176,000 rupees (\$85,400).

Knitted cotton goods.—Shirts, flannel, almost entirely raw and bleached white, one-colored, manufactures of inferior quality, in lengths of 24 to 36 inches, come from England and Germany, India having recently introduced strong plain goods for the use of the natives of the interior, the market being on the increase. Prices range from 5 to 15 rupees (\$2.40–\$7.25) a dozen.

Woolen goods.—1. Wool yarn, “usi ya suffi,” from Germany, is utilized in various colors for head gear by the coast inhabitants.

2. Red caps, “cofia mecundo,” are sold in large quantities in Nos. 2 and 6. Recently black and white caps have also appeared on the market. Made in Bohemia. Price 3 to 7 rupees (\$1.45–\$3.40) a dozen. The Sudanese, Turks, Arabs, and particularly the Askari of the colonial guards, wear tarbooshes, “cofia kiturki,” high, stiff, red caps, with silken tassels, which are also imported from Bohemia via Egypt. Price, 1 to 3 rupees (\$0.48–\$1.45) apiece. Total annual import is about 10,000 pounds, valued at 25,000 rupees (\$12,100).

3. Cloth, “joch,” is marketed only in small quantities for the caftans of the well-to-do Arabs and coast inhabitants, an inferior grade, 50 to 54 inches wide, one-colored, black being mostly used. Made in Germany.

Miscellaneous goods.—Biscuits are popular among the wealthier natives along the coast, the principal grades marketed being as follows:

(a) American, “biscuits soda,” in square tins of 4, 5, 8, and 10 pounds. Price, 2 to 5 rupees (\$0.97–\$2.40).

(b) German, “biscuits tamu,” goods of small value, in square tins of 1 to 2 pounds. Price, $\frac{1}{2}$ to 1 rupee (\$0.24–\$0.48).

(c) English, similar goods, in round tins of 2 pounds, at a value of 1 rupee. Besides these, a better quality, intended for the European residents, is imported from England.

Butter, boiled or strained, “samli,” is popular among the Hindoos, Arabs, and well-to-do negroes. Product of India, Arabia, and the Somali coast. Price, 16 to 22 rupees per franzella (\$6.75–\$10.60 per 35 pounds). The annual import represents a value of about 10,000 rupees (\$4,850). In localities under German protection, especially Tanga and Pangani, samli was formerly manufactured in considerable quantities, but the existence of murrain in these parts has, in late years, considerably diminished its production.

Cement, “udongo ulai,” used in building the stone residences of the

resident Europeans and Hindoos, comes from England and Germany. Price, 12 to 13 rupees (\$5.80-\$6.30) a barrel of 400 pounds. Annual imports, 900,000 pounds; value, 30,000 rupees (\$14,500).

Paints, "rangi," are imported annually at a weight of 89,000 pounds, valued at 27,000 rupees (\$13,100), from Germany and England. The natives use especially the cheaper lead colors for painting their dhows and dwellings. Price per barrel of 28 pounds, $2\frac{1}{2}$ to 3 rupees (\$1.20-\$1.45).

Spices of various kinds come from India for use of the resident Hindoos and the natives. Yearly consumption 150,000 pounds, equal to 30,000 rupees in value (\$14,500).

Glassware, lamp cylinders of various shapes, come principally from Germany, some also from Belgium.

Building woods are brought from Norway by sailing vessels directly, and partly by steamer via Hamburg, at a total value of 41,000 rupees annually (\$19,900). Besides, India furnishes teakwood annually, at a value of about 13,000 rupees (\$6,300). The import of wooden wares, such as furniture, etc., from Germany represents an annual value of 17,000 rupees (\$8,250); that from India 33,000 rupees (\$15,950).

Potatoes, "viasi," come from France, rarely from Germany, in chests of 50 pounds. Price, 4 to 6 rupees (\$1.95-\$2.90) per chest.

Stearin candles, "mschma," are brought from France, Belgium, and some from Germany, in boxes containing 25-pound packages, the boxes being sold at 5 to 6 rupees (\$2.40-\$2.90) each.

Wheat flour, "unga," comes from Bombay and Trieste in considerable quantities, packed in sacks of 200 pounds each and barrels of 100 kilograms (220.46 pounds). Prices for the Hindoo article are 13 to 15 rupees (\$6.30-\$7.25) a sack, and of the Austro-Hungarian 25 to 30 rupees (\$12-\$14.50) per barrel or sack. The annual imports amount to about 1,550,000 pounds, valued at 106,000 rupees (\$51,400), of which nearly 90 per cent is Hindoo.

Metals and metal wares.—Rolled iron is marketed in rods of two sizes— $\frac{1}{4}$ by $1\frac{1}{2}$ inches, "schuma uleiti," price $1\frac{1}{2}$ to 1 rupee and 10 annas per franzella (\$0.72-\$0.78 per 35 pounds); and $\frac{3}{8}$ by $1\frac{1}{2}$ inches, "schuma manuari," price $1\frac{1}{2}$ to 2 rupees (\$0.84-\$0.97) per franzella, and comes from Germany and Belgium; more rarely from England.

Swedish malleable iron, "schuma swissi," is also furnished in two sizes, $\frac{1}{2}$ by 2 inches, and $\frac{3}{8}$ by $1\frac{1}{2}$ inches. Price, $3\frac{3}{4}$ to 4 rupees (\$1.80-\$1.95) per franzella.

Iron bars, "schuma mowringo," are used for various purposes, particularly window grates, in diameters of $\frac{3}{8}$ to $1\frac{1}{2}$ inches. Imported from Germany.

Steel, "pna," is imported in small quantities, in barrels of 112 pounds as half-inch square rods, from Germany and England; used for the manufacture of tools and farming implements. Price, 5 rupees per franzella (\$2.40 per 35 pounds).

The annual importation of steel and iron in blocks, rails, rods, and pipes amounts to about 1,000,000 pounds, equal to a value of 73,000 rupees (\$35,400).

Iron hoes, "jembe," are used in heart-shaped forms with a long handle, the weight of each hoe being $1\frac{1}{2}$ pounds. Made in Germany and England. Price, 20 rupees (\$9.70) per 100 hoes.

Galvanized iron, "bati meupe," is imported from England in plates of 20 by 28 inches, which weigh 2 pounds.

Corrugated galvanized iron, "bati ya banda," is gaining popularity

for roofing purposes, particularly the sizes of 3-inch profile by 8 to 26 inches breadth, in lengths of 6 and 8 feet, which are brought from England, and more rarely Germany. Price, $3\frac{1}{2}$ to 4 rupees per franzella. The annual import of this article amounts to 41,000 pounds and represents a value of 44,000 rupees (\$21,450).

Tin pails, "udov," 10 to 14 inches high, from Germany. Price, 5 to 12 rupees (\$2.40-\$5.80) per dozen.

Iron wire, "usi ya chuma," No. 6, in barrels of 300 and 500 pounds. Price, 3 to 4 rupees (\$1.45-\$1.95) per franzella.

Copper wire, "usi ya schaba mekundo," No. 6, in barrels of 50 rolls at 5 pounds each, 18 to 21 rupees (\$8.73-\$10.18) per franzella. No 30, packed likewise, 24 to 25 rupees per franzella (\$11.60-\$12.10 per 35 pounds).

Brass wire, "usi ya schaba meupe," Nos. 5 and 6, 15 to 16 rupees (\$7.25-\$7.75); No. 30, 20 rupees (\$9.70) per franzella.

The entire import of wire is exclusively from Germany. The goods are well polished and are used as bracelets. The total amount of iron wire imported each year is about 25,000 pounds, valued at 3,700 rupees (\$1,790); that of copper and brass wire 48,000 pounds, at a value of 24,000 rupees (\$11,650).

Butcher knives, "vissu," are sold in sizes of 5 to 12 inches, especially 5 to 7 inches, with bone, ebony, and boxwood handles. The better qualities are from England and the inferior ones from Germany. Price, $1\frac{1}{2}$ to 6 rupees (\$0.60-\$2.90) per dozen.

Razors, "wembe," of very inferior quality, come from Germany; better grades from England.

Pocket knives, "vissu ya kupata," chiefly with wood handles, more rarely with bone and horn handles, are also marketed from Germany.

Wrought nails, "mismari," square, with broad head, in sizes of 2 to 8 inches, are utilized particularly in building dhows. Manufactured in Belgium, India, and Zanzibar. The latter are especially strong, being made from Swedish iron. Price for Belgian nails, 4 rupees (\$1.95); Hindoo, 5 rupees (\$2.40), and Zanzibar, 7 to 10 rupees (\$3.40-\$4.85) per franzella.

Wire nails, "mismari ya usi," round, are used but little, owing to the extreme hardness of the native woods. Imported from Germany.

Enameled tinware, kitchen utensils, are constantly increasing in sales. Imported from Germany and Belgium; annual import about 100,000 pounds, equal to a value of 50,000 rupees (\$24,000).

Petroleum, "mafuta ulaia," is imported in crates of two cans, each containing 5 gallons and weighing 65 pounds, from America and rarely from Russia. Prices range from $3\frac{1}{2}$ to 5 rupees (\$1.80-\$2.40) a crate. The Russian product averages one-half rupee (24 cents) lower, owing to its inferior quality. The annual import amounts to about 1,812,000 pounds, equal to a value of 120,000 rupees (\$58,000).

Rice, "mchele," is brought from India via Bombay in sacks containing 165 pounds each. Price per sack, about 10 rupees (\$4.85). The quantities of import are influenced greatly by the famine which frequently prevails in India. They have been as follows:

Year.	Pounds.	Rupees.	Equivalent.
1892	2,027,499	118,000	\$56,250
1893	2,563,766	151,000	72,980
1894	8,178,035	480,000	224,000
1895	18,040,000	1,133,221	549,612

The export of rice from the colony was:

Year.	Pounds.	Rupees.	Equivalent
1892	3, 136, 649	200, 000	\$97, 000
1893	7, 474, 686	350, 000	16, 900
1894	1, 478, 130	56, 000	26, 900
1895	7, 400	366	176

In many districts of the colony, especially in the fertile Rufidji basin, large quantities of rice are grown. The natives, however, can hardly be induced to raise more than is necessary for their own use. With a systematic cultivation the rice production could be increased considerably and be made profitable.

Salt, "schumwi," brought loosely in dhow loads from India and Arabia, is put into sacks and sold at 3 to 5 rupees (\$1.45-\$2.40) per djsila of 600 pounds. For the resident Europeans table salt is brought in bottles or packages in small quantities from England. Price per dozen bottles, 6 rupees (\$2.90). Total annual import, 6,300,000, valued at 46,000 rupees (\$22,400.)

Empty jute bags, "gunia tupu," 22 to 28 by 40 to 45 inches, used for packing export articles, come from Bombay to the amount of 11,000 rupees (\$5,330) annually. Price, 20 to 25 rupees (\$9.70-\$12.10) per 100 sacks.

Umbrellas and parasols, "mavulle," are brought in large quantities from China via Bombay, under the name of Singapore umbrellas, in cases containing 150 each. Price, 9 to 10 rupees (\$4.36-\$4.85) per dozen. A better class of goods is brought from France at 15 to 20 rupees (\$7.25-\$9.70) per dozen.

Soap, "sabuni," is an important article of trade, of which three kinds are marketed:

Tar soap, "sabuni amerikano," of brown color, in cases of 10 pounds each, containing 12 bars, comes by sailing vessels exclusively from North America via Zanzibar. Of late England, too, has begun to introduce tar soap, which, however, is of an inferior quality. Price, 30 rupees (\$14.50) for twenty cases of American soap and 20 to 22 rupees (\$9.70-\$10.60) for twenty cases of English soap.

Eschweiger soap, "sabuni mkuba," containing large quantities of fat, and marbled blue and red, comes from Germany in cases of about 24 pounds each. Price, 85 to 90 rupees (\$41.20-\$43.60) per twenty cases.

Palm nut oil soap, "sabuni ndogo," an inferior blue and white marbled product, is imported from Germany in cases of about 18 pounds and sold at 35 to 40 rupees (\$16.90-\$19.50) per twenty cases.

Besides these, other cheap grades are sold in small quantities. Of late a few trial shipments from the Seychelles were imported, which were found to be reasonable in price. They are marketed in bales, "kandas," of 20 pounds, each containing 6 bars, at a price of 2½ rupees (99 cents).

Toilet soap comes from Germany, England, and Austria, but only in small quantities.

The total imports of soap amount annually to about 730,000 pounds, or 86,000 rupees (\$41,710).

Earthenware.—Plates, rice plates, dishes, cups, and mugs painted with bright-colored pictures or stripes, are imported in large quantities from Austria, England, and particularly Germany. Prices per dozen for rice plates range as follows:

	Rupees.
12 inches in diameter	6 = \$2.90
10 inches in diameter	4½ = 2.20
9 inches in diameter	3½ = 1.70
8 inches in diameter	3 = 1.45

Real Chinese porcelain is purchased in small quantities only by the European residents from Hindoo merchants in Bombay. The total annual imports of porcelain and earthenware represent a value of about 30,000 rupees (\$14,500).

Tobacco, "tambaku," finds an increasing market for the manufacture of cigarettes. The exclusive demand is for two kinds of birds-eye cut.

Rising hope, "tambaku kali," in packages of 100 grams (13½ ounces), comes from Holland: No. 1, price per case containing 550 packages, 100 to 108 rupees (\$48.50-\$52.40); No. 2, price per case containing 500 packages, boxed hundredwise, 60 to 70 rupees (\$29-\$34).

Elephantu tobacco, "tanbaku baridi," in one-fourth pound tins, comes from Virginia, but is imported via England. One case contains 400 tins and costs 400 rupees (\$195).

Ultramarine, "blu," is imported from Germany and Belgium in cases containing each 112 1-pound packages. Price per case, 33 to 37 rupees (\$15.90-\$17.90). Annual import, 28,000 pounds, equal to 900 rupees (\$436).

Sugar, "suckari," of which is marketed—

Granulated sugar, "suckari iuschanga," in sacks of 100 kilograms (220.46 pounds). Price per franzella (35 pounds), 4½ rupees (\$2.20).

Loaf sugar, "suckari mnarra," in cases of 100 kilograms, each loaf weighing about 2 kilograms (4.4 pounds). Price per loaf, 1½ rupees (72 cents).

Cut sugar, "suckari wipande," in cases of 100 kilograms, containing 5-kilogram (11 pound) boxes, sold at 2 rupees (97 cents) each, coming from Germany, Austria, and France.

Preferably, the natives use refined and raw cane sugar, which comes in large quantities from Mauritius, India, the Comores, and Madagascar; price per franzella, 4½ to 5 rupees (\$2.20-\$2.40). However, of late the European sugar has entered into formidable competition with the comparatively expensive cane sugar, which is made possible by the export bounties of the European sugar-producing countries. The annual sugar imports amount to about 633,000 pounds, or 85,000 rupees (\$41,200).

Matches, "wibiriti," come packed in cases containing 6 tin boxes of 8½ gross each, making 50 gross to the case. They are imported chiefly from Sweden, but also from Germany. Only the better qualities find a market readily. Of late Japan is offering her cheap matches; price, 1 to 1½ rupees (48-60 cents) per gross.

Provisions.—The goods imported for resident Europeans consist mostly of provisions, of which the following may be particularly mentioned:

Beer, "bier," is imported from Germany in large quantities. The Franciscan brew, of Munich, a dark, heavy beer, and made especially for the tropics, and the Pilsener, or similar light kinds, are especially desired. The annual import is about 709,000 pounds, valued at 144,000 rupees (\$69,950). Price per case of the heavier beers, such as Franciscan, Pschorr, etc., each containing 48 bottles, equal to 36 liters, about 30 rupees (\$14.50). The lighter beers, Pilsener, etc., 23 rupees (\$11.15) per case.

Conserved meats and fish, the annual import of which amounts to about 100,000 rupees (\$48,500), come from Germany, England, and America.

Fruit preserves, especially from the Rhine and Mexico, are imported to the amount of about 30,000 rupees (\$14,500) per annum.

Mineral waters, "maji uleia," especially Hartzer Saurbrunnen, were formerly imported in large quantities, but are now replaced to a large extent by soda water made in the colony.

Spirituous liquors, especially cognac, of various qualities, come from Germany, England, and France, to the amount of 100,000 rupees (\$48,500) per annum.

Still wines, "divai," are imported chiefly from Germany, in quantities representing an annual value of 160,000 rupees (\$77,600). Cheaper qualities also come from France and Italy.

Champagne, "schampän," comes chiefly from France—the Farre label—but also from Germany; annual value about 70,000 rupees (\$34,000).

LIBERIA.

I have the honor in submitting this annual report to transmit herewith commercial statistics of the commerce of Liberia. I have been able to obtain these, though very imperfect, after a struggle of over a year. They reveal the hidden secret of Liberia's commercial progress or nonprogress since 1883. They clearly demonstrate that the trade of Liberia was never so prosperous as when chiefly in the hands of United States merchants, and that if the latter would share in the profits of the trade, they must enter the field. Holland leads the United States in imports because there is a direct line of steamers between Liberia and Holland, while no United States steamers or trading vessels touch any port of Liberia; and further, Holland has her agents on the ground.

Germany leads England, though her steamers have entered these ports since those of England. Now two steamers touch at Liberia from Hamburg. America could easily hold the place now held by Germany, as United States goods and wares are preferred to any other. Nineteenths of the civilized people are American by birth or descent. The imports of Liberia are a little over a half million. There are no railroads and no mines developed in the Republic. Coffee and ginger, the chief products, have declined greatly in price since the last report, hence the great decrease in the value of aggregated exports. The quantity has increased. About 3,000,000 pounds were exported between June 30, 1895, and June 30, 1896. With the decline in price, an aggregate of about 3,080,000 pounds of coffee is shown to have been exported from June 30, 1896, to June 30, 1897. Rubber again takes its place among the list of exports. Palm oil and palm kernels have declined in quantity. Fiber is on the increase. Camwood has greatly declined as an export.

It is almost impossible to procure any definite statistics, as there is no printed data. I submit the following figures:

Imports to Liberia from June 30, 1896, to June 30, 1897.

Articles.	From England.		From Germany.		From Holland.		From United States.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cotton goods cases..	1,560	\$47,677.58	946	\$65,692.80	148	\$10,042.66	126	\$8,096.14
Woolen goods do.....	446	22,567.98	272	12,021.64	50	1,090.00	.....	.....
Hats and caps do.....	277	15,254.16	154	10,221.72	.....	.....	6	243.69
Umbrellas do.....	135	1,462.00	8	254.22	1	39.96	.....	.....
Boots and shoes do.....	182	5,388.44	164	5,230.04	4	163.94	16	694.30
Hose and half hose do.....	25	422.34	8	65.38	.....	.....	3	21.60
Finery do.....	248	10,439.16	60	4,088.28	20	109.28	16	100.00
Cheese do.....	64	401.82	14	156.26	6	20.96	.....	.....
Mineral waters do.....	290	1,348.78	492	2,564.16	.....	.....	.....	.....
Hardware do.....	280	4,891.22	168	4,058.10	10	75.50	16	225.36
Haberdashery do.....	156	6,380.00	152	2,453.24	18	.....	.....	325.36
Medicines do.....	90	903.48	85	878.58	7	93.00	95	1,002.62

Imports to Liberia from June 30, 1896, to June 30, 1897—Continued.

Articles.	From England.		From Germany.		From Holland.		From United States.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Can goods	276	\$2,445.22	132	\$1,241.47	20	\$223.78	10	\$291.80
Furniture	82	2,550.00	60	1,638.26	.....	.....	19	395.12
Glassware	118	2,150.34	76	928.42	3	127.00	68	266.62
Flour and bread ..	608	2,956.10	350	1,568.98	1	4.27	.....	.....
Bacon and pork ..	69,852	10,477.80	39,618	4,961.80	.....	.....	14,802	2,220.30
Lard	4,088	613.20	1,220	183.00	202	30.30	477	71.73
Butter	6,203	3,067.20	4,823	1,928.80	275	110.00	245	98.00
Sugar	101,493	8,118.44	54,020	4,321.60	3,440	275.20	8,816	705.28
Salt	257,894	.....	423,194	.....	34,733	.....	.....	.....
Rice	7,671	22,013.00	7,584	21,727.00	945	2,635.00	.....	.....
Beef	242	4,840.80	96	1,920.00	14	280.00	.....	.....
Ham	4,702	1,176.50	1,208	624.50	528	135.00	.....	.....
Tobacco	39,339	7,867.80	89,722	17,944.40	10,805	2,061.00	998	99.80
Dried fish	169,662	1,066.62	235,020	2,350.00	19,704	197.04	.....	.....
Galvanized iron ..	1,392	8,041.41	678	3,586.00	60	390.72	142	1,323.00
Tea	2,034	813.60	881	352.40	84	33.60	.....	.....
Liquors	4,794	6,588.00	46,418	80,836.00	6,020	1,020.60	.....	.....
Miscellaneous .....	.....	3,820.55	.....	9,580.40	.....	1,225.48	.....	490.60

SUMMARY.

Imports.	Total value.
From England	\$188,359.40
From Germany	280,510.45
From Holland	83,323.65
From United States ..	16,937.90
From British Colonies and Spanish ..	6,103.00
Total imports	505,235.30

Exports from Liberia from June 30, 1896, to June 30, 1897.

Articles.	To England.		To Germany.		To Holland.		To United States.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Palm oil	95,215	\$17,156.75	106,888	\$21,377.60	.....	.....	.....	.....
Palm kernel	51,088	51,088.00	90,250	90,250.00	20,928	\$20,928.06	.....	.....
Camwood	3,340	Not given	13,976	Not given	.....	.....	.....	.....
Ivory	3,252	4,065.00	4,712	5,890.00	.....	.....	.....	.....
Fiber	810,750	24,250.50	684,592	20,537.76	.....	.....	.....	.....
Ginger	180,956	5,428.68	209,523	6,285.69	1,880	94.00	.....	.....
Coffee	803,756	120,969.35	1,758,650	175,865.00	473,340	81,001.00	28,186	\$3,227.90
Rubber	4,720	1,180.00	75,603	18,900.75	.....	.....	.....	.....
Mahogany	37,113	18,556.50	.....	.....	.....	.....	.....	.....
Cocoa	513	Not given	204	Not given	.....	.....	.....	.....
Cababar beans .....	.....	.....	350	Not given	.....	.....	.....	.....

SUMMARY.

Exports.	Total value.
To England	\$253,673.78
To Germany	330,108.80
To Holland	102,023.00
To United States	3,227.90
Total exports	689,031.48

Imports and exports, \$1,194,266.78.

WILLIAM H. HEARD,
Minister Resident and Consul-General.

MONROVIA, October 4, 1897.

Value of exports declared for the United States at Monrovia during the fiscal year ended June 30, 1897.

Liberian coffee:	
September 30, 1896	\$1, 750. 00
December 31, 1896	1, 114. 46
March 31, 1897	593. 12
June 30, 1897	1, 125. 00
Total	4, 582. 58

Value of exports declared for the United States at Cape Coast Castle for the quarter ended December 31, 1896.

Palm oil	\$14, 233. 68
Specie	60, 000. 00
Claret	24. 00
Total	74, 257. 68

MADAGASCAR.

In the dispatch accompanying the annual report called for by circular of August 10, 1897, Consul Wetter speaks of the difficulty of obtaining statistics, and says that the fact that France, in spite of favoring tariffs, does not have control of the trade (except in Government and official supplies), is being kept out of sight as much as possible. A very large proportion, continues Consul Wetter, of the rubber, rofia, hides, and wax shipped from here by French steamers is actually billed for London, but, going through Marseilles, Bordeaux, or Havre, is credited to France. All exports to the United States are shipped either via Marseilles or London, and are credited to France or England. Again, three-fourths of the rubber going from Fort Dauphin to England is billed "Option of Hamburg," and was actually bought and shipped by German enterprise and does ultimately go on to Hamburg, Germany, although credited to England.

The report is as follows:

IMPORTS AND EXPORTS.

Contrary to expectations and notwithstanding the stagnation noticeable in everything but American cottons and food and drink staples, which latter have been quite active, the last six months of the calendar year 1896 show an even more unprecedented increase in the trade of this port than was noticeable during the first six months of the same year. That is, the imports for said period were \$1,008,100.01, and the exports \$71,502.17, or a gross volume of \$1,079,602.18 against \$886,115.57 during the first six months, or an increase of \$193,486.61, and this during a time of such great business stagnation that even to-day, outside of food and drink staples, the trade in American cottons is the only one showing any activity. This anomaly is further accentuated by the continued decrease in exports, the last six months of 1896 only showing an export trade of \$81,970.47, or \$74,824.77 less than during the first

half of the year, and \$1,231.53 less than during the same period of 1895; and although the calendar year of 1896 does show an increase over that of 1895 of \$45,204.67 in exports, yet the volume of exports from Tamatave has not yet been restored to its pristine and normal antebellum condition. The following tables will exhibit the details of the exports during the year 1896, as also the gross value of and duties on the import and export trade of Madagascar during the same period. For the first time in the history of the island, the trade of the ports on both the east and west coasts is statistically given, and although these tables are not absolutely correct, they are sufficiently so to warrant intelligent examination:

Return of exports at Tamatave during calendar year 1896.

Articles.	France.		French colonies.		England.		English colonies.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Beans pounds							1,575	\$26.95
Cacao do.	3,215	\$100.45			519	\$25.41		
Caoutchouc do.	37,172	19,687.63			59,514	31,528.55	937	496.25
Cattle, beef (live) head			229	\$2,209.85			652	6,291.80
Coffee pounds	3,186	920.32					132	38.50
Elony		746.98				18,480.45		9.65
Gold dust		16,809.81				3,972.71		
Gum copal pounds					3,042	351.57		
Hair, vegetable do.	53,947	2,077.99			14,684	584.92		
Hats, straw number	158	33.12	200	42.85				
Hides, dry salted pounds	2,040	352.38			3,259	561.61	322	55.62
Hogs (live) number			50	472.85				
Hog bristles		223.53				60.80		
Horns pounds	3,695	46.64			3,080	39.23		
Lace, silk		19.30						
Lambas, grass		106.01						93.82
Lambas, silk								5.79
Mats, straw number	200	39.57						
Rabannas tons	8,811	1,599.99	580	104.66	300	54.14	1,072	193.45
Rofia fiber pounds	1,324,696	57,361.92	82,438	3,572.43	463,099	20,068.14	220	9.56
Rosewood				20.03				
Skins, sheep pounds	6,230	1,362.85	769	170.71	11,080	2,592.38		
Tallow, beef do.			220	20.65				
Vanilla (beans) do.				216	1,050.89			
Wax, bees' do.	24,840	4,675.43	100	20.65	18,843	5,544.45	11,538	2,171.83
Sundries		53.48		111.84				101.90
Total		106,367.40		6,746.52		82,892.65		9,495.11

Articles.	Germany.		Egypt.		Total.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quantity.	Value.
Beans pounds					1,575	\$26.95
Cacao do.					3,734	185.86
Caoutchouc do.	50,326	\$26,631.34			147,949	78,341.77
Cattle, beef (live) head					881	8,501.66
Coffee pounds					3,318	958.82
Elony		49.37				19,266.46
Gold dust						20,842.53
Gum copal pounds					3,042	351.57
Hair, vegetable do.	16,898	630.91			85,529	3,313.82
Hats, straw number					256	75.97
Hides, dry salted pounds	4,041	698.02	1,086	\$187.40	10,748	1,854.43
Hogs (live) number					50	472.85
Hog bristles pounds						294.33
Horns pounds						85.87
Lace, silk					6,775	19.30
Lambas, grass						199.83
Lambas, silk						5.79
Mats, straw number					200	39.57
Rabannas tons					10,763	1,952.24
Rofia fiber pounds	104,042	4,523.73			1,974,395	85,535.77
Rosewood						20.08
Skins, sheep do.					18,679	4,145.94
Tallow, beef pounds					220	20.65
Vanilla (beans) do.					218	1,050.89
Wax, bees' do.	2,774	523.22			58,096	10,935.56
Sundries						267.23
Total		33,076.59		187.40		238,765.67

Gross value and amount of duties (approximate) paid on imports into Madagascar during the calendar year 1896.

Port of entry.	Declared value. ¹	Duties paid. ²	Consumption tax paid.	Municipal tax paid
Yohemar	\$32,751.64	\$3,275.16	\$80.48	.....
Tamatave	1,736,121.38	167,900.63	3,935.28	\$12. ol. 97
Andovoranto	2,451.99	245.20	.....	.....
Mahanoro	29,119.78	1,492.75	.....	.....
Mananjary	189,744.42	18,888.48	333.51	.....
Fort Dauphin	85,759.34	8,508.36	55.49	.....
Nossi-Vé	28,328.85	2,832.84	177.21	.....
Majonga	643,943.42	53,234.01	1,205.67	.....
Nossi-Bé	100,683.06	9,448.78	.....	.....
Farafangana	4,071.91	294.38	.....	.....
Total	2,862,975.23	266,218.59	5,787.64	12,261.97

¹It must be borne in mind that all Government supplies of whatever character pay no duty. Among Government supplies are included everything for the army, the administration, or the use of local French functionaries. Furthermore, all goods of French origin have been admitted duty free since September 27, 1896.

²In some instances, goods after declaration were given free entry either as a matter of personal favoritism or courtesy; hence, duties actually received do not amount to 10 per cent on the gross amount declared.

France, the United States, England, Germany, Spain, Italy, Greece, Russia, Norway, Sweden, Denmark, Switzerland, Austria, Egypt, India, China, Japan, Zanzibar, Mauritius, and Réunion were the countries of origin, the great bulk of imports coming, however, from France, England, the United States, and Germany.

Gross value and amount of duties (approximate) paid on exports from Madagascar for the calendar year 1896.

Port of shipment.	Value entered.	Duties paid. ¹
Yohemar ²	\$489,230.91	\$27,162.07
Tamatave	238,765.67	13,521.80
Mananjary	106,402.75	5,569.05
Fort Dauphin	100,521.94	3,761.19
Nossi-Vé	81,104.32	4,241.88
Majonga	45,847.25	2,897.79
Nossi-Bé	52,993.80	2,755.89
Farafangana	2,525.28	137.30
Marovoay	39,276.67	2,064.18
Total	1,156,368.69	60,601.15

¹These duties were collected on a specific-duty basis, and not on a 10 per cent ad valorem basis.

²Mainly cattle to Bourbon (Réunion) and Mauritius.

The majority of these exports went to Europe, a small quantity to the United States, the English protectorate of Zanzibar, Egypt, India, and the French colony of Réunion, and the English colony of Mauritius. The countries in Europe were France, England, and Germany, the goods being shipped via Marseilles, London, Hamburg, Bordeaux, and Havre.

COTTON GOODS TRADE.

As already predicted in report of August 1, 1896,* American cottons have not only held their own, but are actually the only cottons selling at all inland, and this notwithstanding that latterly, owing to the expectation of the speedy introduction of the French metropolitan tariff, American cottons of all marks have been held at very high

figures, even at \$110 per bale and upward at Antananarivo. Already, the enterprise of the Paris chambers of commerce has resulted in a precocious harvest, in the introduction of a very clever imitation as to weaving, twist of thread, etc., of our cottons, free of odor, filling, or starch, not quite as good in quality, but detectable only by an expert, and at a price within three-eighths cents per yard of United States cottons in cost (this naturally meaning a free entrance for the French article and a 10 per cent ad valorem duty for the American).

TAXES.

The metropolitan tariff, which has been already promulgated, but not yet slated for enforcement against foreign goods, will undoubtedly not only overcome this difference, but will actually place a duty of \$28 per bale on Cabot A sheetings, and proportionately less on other brands of cottons, according to their weight and thread, and will, our local traders claim, practically close this market to American cottons. As yet, there have been no changes in taxes since September, 1896.

TRANSPORTATION FACILITIES.

These are still as primitive and costly inland as they were a year ago, and although bearers are more plentiful, wages continue excessively high. The internal disturbances have practically ceased, but the long promised mule or pack trains have not as yet materialized, while the canals between Ivondro and Andevoranto are progressing most tentatively and spasmodically. The railroad concession of Messrs. Dupontal and Vieuxtemps has not been confirmed so far, but the concession to a Mr. Coriolis has been, although as yet nothing has been accomplished, even on paper, towards effective work thereon, nor are there any indications of any speedy developments in railroad facilities for Madagascar.

PETROLEUM.

No petroleum has come into Madagascar direct from the United States during the fiscal year ending June 30, 1897, but some 4,500 cases of American origin have come in from Mauritius. This is the more remarkable because of the fact that for over six months this oil has been commanding in Tamatave from \$4 (\$3.84) to \$4.50 (\$4.31) per case of 10 gallons. The consumption tax of 2 cents per kilogram (2.2046 pounds) on this oil (as reported in my dispatch of April 15, 1897)* together with the very stringent local regulations relative to its handling (only one lighter load of oil can be discharged at a time on the beach, and must be entirely removed before another can be discharged) has tended largely to stifle this trade here and force up prices. A small but steady importation of Russian oil has been carried on on the West Coast for some time; in fact, Russian oil from Zanzibar is the only oil coming in there at present.

INCREASE OF TRADE.

The appended statement of trade between Madagascar and the United States, while showing a fairly healthy increase in sheetings, and thus a gain for the year of \$60,802.38 worth of imports, yet exhibits a loss in exports of \$10,225.20 over the preceding year. This loss in exports was practically forecast in my last annual report, and the contributive causes

are there clearly set forth. The increase this year has been gained in the face of a practical curtailment, during the last few months, of the major part of the importations of one of our American houses here, because of the death of the firm's head member and the consequent liquidation.

Statement showing the imports and exports between Madagascar and the United States for the year ending June 30, 1897.

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Cotton goods:				
Drillings	60	\$3,542.04		
Sheetings	11,948	689,244.17		
Shirtings	1,946	52,415.91		
Gold, dust			21,949	\$12,254.21
Hides, ¹ dry salted:				
From Mananjary			125,499	8,832.24
From Vatomandry			89,312	8,044.58
Rofia, fiber			175,000	1,502.12
Rubber ¹ (from Mananjary)			900	282.81
Sundries:				
Implementa, medicines, etc.		\$2.50		
Grass lambas, rabannas, and silk				296.20
Total		745,234.62		26,212.16
Total for preceding year		684,432.24		36,437.36
Loss in exports				10,225.20
Gain in imports		60,802.38		

¹ There were more hides and rubber than these amounts shipped to the United States from Vatomandry, but no consular invoices were taken out for them, and the Government here has not as yet organized its statistics so as to enable examination thereof.

TRADE OUTLOOK.

For the moment, the trade outlook for United States cottons is certainly promising enough, but with the metropolitan tariff always in the foreground, the prospect for the future does not seem very roseate. It may even be said to be most unsatisfactory. The Government is taking active and comprehensive measures to insure a good rice crop for next year (if larger acreage under cultivation will do it), which will probably interfere somewhat with the harvesting of articles for export, while the high prices now demanded for transport will render most products from the interior unprofitable to handle. The "work of pacification" is progressing slowly, but, it is hoped, surely, and the unquieting influence of war will not be felt this year. But the national antipathy evinced in "high circles" against everything not of French origin will be the most obdurate block to the progress of American trade in this island.

The following lines from a published letter sent by General Galliéni to the Hova governor-general at Antananarivo, under date of the 2d instant, will be interesting reading, and are certainly, when it is borne in mind that the Hova national dress is a "lamba" made of American cotton cloth, very pointed:

Some of the native functionaries did furthermore present themselves to me in raiment and dress of foreign origin. I consider that in so doing they have been wanting in deference towards the representative of France in Madagascar. Our French officers and functionaries wear only clothes of French origin. The Malagasy functionaries must do likewise, and their raiment must be all made of French cloth and furnishings.

EDW. TELFAIR WETTER, *Consul.*

TAMATAVE, August 15, 1897.

According to a communication from Mr. Henry Vignaud, secretary of the embassy at Paris, under date of August 24, 1897,* the French general tariff has been made applicable to Madagascar, but special rates have been fixed for the entrance of certain articles. These rates, says Mr. Vignaud, are much lower than those fixed by the general tariff, and are equivalent in most cases to those provided for by the minimum tariff. Articles imported from the United States pay much less than when imported into France. For instance, common woods are free; petroleum pays only 3 francs (57.9 cents) per 100 kilograms (220.46 pounds), instead of 9 francs; cotton goods of all sorts and wood for cabinetmaking are also given the advantage of a lower rate.

Regulations of the port of Tamatave.

ARTICLE 1. The superintendence of the port of Tamatave is confided to an officer of the ports, harbors, and light-houses.

ART. 2. Schooners and coasters must anchor as near the land as possible and to the east of the roadstead, so as to permit steamers and large sailing ships to anchor in such a way as to place themselves under shelter of the pass.

ART. 3. All commercial vessels anchored in the roadstead must show the regulation white light in the bow of the ship from 6 o'clock in the evening until 6 o'clock in the morning.

ART. 4. At night small boats, lighters, steam launches are expressly prohibited from circulating in the roadstead without having a white light in the bow.

ART. 5. No movement of a vessel can be made in the roadstead without the authorization of the harbor management.

ART. 6. Whenever a vessel interferes with another in the roadstead, the harbor management should be informed thereof by the parties at interest, and will give, if there be need, the necessary orders to effect a change of anchorage.

ART. 7. On arrival in the harbor of Tamatave, captains and shipmasters must hoist the quarantine flag at their foremast, and not strike same except upon the order of the sanitary doctor, and must present themselves at the harbor office within twenty-four hours.

ART. 8. Pratique will be given to incoming vessels from 6 o'clock in the morning to 6 o'clock at night, and to mail steamers at all hours.

ART. 9. A formal inquiry will be made by the doctor charged with the sanitary service whenever there is need thereof. Failing which and according to circumstances, whereof the sanitary authorities are sole judges, a simple examination will suffice and be made by the harbor officer.

ART. 10. A formal inquiry will always be indispensable for seagoing crafts. The examination will suffice for large and small coasters on condition, nevertheless, that no epidemic or contagious affection exists in the port of their departure.

ART. 11. Bills of health will be delivered by the harbor management every day from 6 o'clock in the morning to 6 o'clock in the evening.

ART. 12. The bill of health can not be given except upon production of the receipts of the offices of the custom-house and of the receiver of mails and telegrams, etc.

(It will be the same with the license to leave.)

ART. 13. All captains and shipmasters must inform the harbor management of the departure of their vessels twenty-four hours in advance, so as to admit of the posting of the departure at the post-office.

ART. 14. French vessels leaving the harbor of Tamatave must produce a certificate establishing their seaworthiness.

ART. 15. Twenty-four hours before their departure captains and shipmasters must, after having previously given notice of their departure to the harbor management, hoist at their foremasts a French flag.

ART. 16. Lighterage companies are expressly forbidden to leave empty lighters lying alongside the beach. A place for embarking and disembarking will be assigned them by the harbor management.

ART. 17. Small boats arriving at the beach with passengers may land them at the place where is the landing stage and must then leave the beach free and go and disembark their baggage further on. In every case, no empty small boat can be stationed between the posts set up on the beach.

ART. 18. No merchandise destined to be embarked can be deposited on the beach outside of the sites fixed by the port.

ART. 19. Consignees of merchandise disembarked on the beach, must remove

same with the shortest possible delay, and on simple request of the harbor management.

ART. 20. The officer of the port can, in case of urgency, prescribe the forcible clearance of the beach. (Probable bad weather, military operations, hygiene, etc.)

ART. 21. All merchandise disembarked can only be deposited, while awaiting warehousing, in the places fixed by the port; it must be trimmed.

ART. 22. Any vessel disembarking powder must hoist a red flag at the foremast.

ART. 23. The small coasters are expressly forbidden to come within the small roadstead alongside the beach, either to be repaired, or to disembark or embark their merchandise, without written authority from the officer of the port.

ART. 24. Until the harbor management has a flagstaff and a series of the international code, the flags of the signals by convention will be hoisted on the staff of the *Batelage Nemo*, which until further orders will be considered as the flagstaff of the harbor management.

ART. 25. The signals by convention between the harbor management and the vessels in the roadstead will be made according to understanding with the captains.

ART. 26. When the weather is doubtful and the barometer gives cause for anxiety a caution signal will be shown, by day a red flag and by night a red signal light. At this signal all captains and shipmasters will take the usual precautions for ensuring the safety of their vessels.

These signals will be seconded by a cannon shot.

ART. 27. A signal light will be placed upon the Miot buoy during the night working of steamers.

ART. 28. Captains and shipmasters arriving from foreign ports, and generally all persons having information of a character to concern the public health, are invited to communicate the same to the sanitary authorities and to the harbor management.

ART. 29. It is expressly forbidden to throw (overboard) from the vessels any object which may contribute to the filling up of the harbors and roadsteads, or be brought by the sea alongside the quays so as to obstruct the approach thereto.

ART. 30. Vessels in the anchorage during the winter season—that is to say, from the 15th of December to the 15th of April—are recommended to have on board water and provisions sufficient for a voyage of at least one month.

ART. 31. If a vessel is in danger—and without waiting the issuance of any order or requisition by the commander of the roadstead, by the commissary of the maritime registry, or by the harbor management—all captains must dispatch to the vessel such succor as they can possibly send, with anchors and stream cables, if necessary.

ART. 32. In case of fire, when the signal has been made by the port, all captains must dispatch under the direction of an officer such succor as they possibly can send, with axes, buckets, and a fire pump, if there is one aboard.

ART. 33. If the cables used in the succor rendered the vessel are damaged, the settlement of the average will take place before the Tribunal of Commerce.

ART. 34. Those captains who shall be known to be culpable of refusal of, or of negligence in, or of having impaired the means of succor which were at their disposition, will be prosecuted with the greatest rigor.

ART. 35. Besides the formalities to be discharged at the maritime registry, the proprietors of lighterage companies, of whaleboats, of yawls, and of fishing pirogues must register themselves at the office of the harbor management, where will be given them a number which must be put upon their small boats in a manner easily visible.

ART. 36. Vessels arriving and having need of a pilot must hoist at their foremast the pilot flag or the flag P of the international code.

ART. 37. Should a captain lose an anchor in the roadstead, he must inform the chief of the harbor service thereof, giving him all information as to the position, the weight, and the distinctive mark of the lost anchor. In case of the salvage of an anchor and a chain, it is necessary to do likewise.

Value of exports declared for the United States at Tamatave during the fiscal year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Gold dust	\$12,254.81	.....	.....	.....	\$12,254.21
Lambas	46.91	\$46.96	.....	.....	90.87
Rabanna	234.14	.....	.....	.....	234.14
Raffia, fiber	580.45	921.67	.....	.....	1,502.12
Silk .....	.....	18.10	.....	.....	18.10
Total	13,115.71	1,027.69	.....	.....	14,099.44

MADEIRA.

Consul Jones sends an undated communication from Funchal, received by the Department October 15, 1897, as follows:

Madeira is a watering place and health resort, and is not of commercial importance to any great extent. People come here in search of health, rest, and pleasure. Its mild and equable climate has been advertised for so many years by the traveling public that it has become the standard by which all other health resorts are compared. People coming here are generally equipped for the season and want only the little things that were left behind, forgotten in the departure. The season begins here about the 1st of October and continues till June; and although Madeira is not on the regular route of the American traveler, more Americans were here last winter than were ever here before in one season. The many lines of steamers calling regularly make this island a coaling station of importance. A table is appended showing the different lines that stop regularly. Besides these, many other steamers call, as per advertisement, and training ships, war vessels, and yachts of every nation are regular visitors. The quiet waters and sheltered bay are well adapted for training and practicing purposes. The principal imports to Madeira from the United States are wood staves, lumber, petroleum, corn, and wheat. All the wine casks used here are made from American staves. Very little corn is grown on this island—so little that it can hardly be called a local product. Corn was formerly brought from Morocco. This is yellow corn, and was brought in bulk by sailing vessels. The destruction of the Morocco crop in 1893 by locusts caused the dealers to buy more from the United States, and the Argentine Republic has also come in for its portion. The duty on corn has been fixed at one-half cent per pound. Madeira grows about one-sixth of the wheat required for local consumption. This never reaches Funchal, but is ground on the little water mills of the country. Flour is not imported into Madeira. The Government requires that all the wheat of Portugal must be exhausted before foreign wheat can be imported; the quantity that each shall buy is then apportioned to the different dealers. The mills and dealers are registered, and the larger mills are not allowed to sell to the smaller. Each buys on its own account or through its own dealer; all is done through governmental permits. The quantity to be imported is decided in August of each year, and at the same time the duty is fixed. The duty for this year is 1 cent per pound.

Regular lines of steamers calling at Madeira.

Line.	Nationality.	Sailing.	Point of departure.	Destination.
Union Royal Steamship Co.	British	Weekly	Southampton, ..	Cape of Good Hope.
Castle Royal Mail Packet Steamship Co.	.....do .....	.....do	London	Do.
African Steamship Co.	.....do	Fortnightly ..	Liverpool	West coast of Africa.
British and African Steamship Co.	.....do .....	.....do .....	.....do	Do.
Red Cross Line .....	.....do .....	.....do	Liverpool, via Lisbon.	Para.
Booth Steamship Co .....	.....do .....	.....do .....	.....do	Do.
Woerman Line	German .....	.....do	Hamburg	West coast of Africa.
Sud-Amerikan .....	.....do	Weekly .....	.....do	South America.
Forwood Line	British .....	.....do	London	Madeira and Canaries.
Impresa Insular	Portuguese ..	Fortnightly ..	Lisbon	Azores.
Luipreza, National .....	.....do .....	.....do .....	.....do	West coast of Africa.

Imports of and duties on goods imported into Madeira from January to July, 1897.

Countries.	Value (in gold).	Duties.	Countries.	Value (in gold).	Duties.
United States	\$217,530.00	\$68,131.00	Spain	\$673.00	\$259.00
Great Britain	322,288.00	112,243.00	China	368.00	598.00
Argentine Republic	44,676.00	9,251.00	Italy	2.00	72
Germany	40,305.00	16,621.00	India	409.00	671.00
Morocco	11,645.00	2,627.00	Holland	233.00	369.00
Africa	6,761.00	1,565.00	Switzerland	189.00	21.00
Austria	19.00	8.00			
Portugal	2,626.00	355.00	Total	647,724.00	

¹ The imports from the United States in the corresponding period (January to July) of 1896 amounted to \$120,370; the amount of duty paid was \$64,383.

Value of exports declared for the United States at Funchal during the fiscal year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Wine	\$2,627.02	\$1,244.85	\$4,060.97	\$2,236.33	\$10,169.17
Wickerwork			211.92		211.92
Madeira industry and antiquities				239.28	239.28
Total	2,627.02	1,244.85	4,272.89	2,475.61	10,620.37

MAURITIUS.

In pursuance to instructions received by this consulate per Department circular dated August 10, 1897, I have now the honor to submit the following report:

When the circular came to hand I was hunting data for my annual report, which is most difficult to get in time, owing to the slow methods of business here, and sometimes to the apathy on the part of those who can furnish the required information. The facts and figures given are for the year 1896. There is no possibility of gathering any later data.

AGRICULTURE AND MANUFACTURES.

The principal and indeed the only industry of the colony is cane-sugar culture, which for the past few years has been passing through a very severe ordeal in Mauritius as well as in other parts of the world.

In 1896, there were good prospects of a large crop, but about the middle of February, the island was visited by a violent cyclone, which caused a good deal of injury to the sugar cane and much damage to property.

The low prices for sugar in the domestic market and a considerable fall in the exchange value of the rupee, glutted the India market with foreign bounty-fed sugar, which had the effect of lowering prices in Mauritius to a degree that left a very slight margin over the cost of production. These circumstances, in connection with the plague in India, greatly reduced the demand for sugar, while famine caused a rise in the price of rice, which is the staple article of food of the colony, and is imported chiefly from India.

The chamber of agriculture took up the matter, and at several meetings passed resolutions which resulted in forwarding a petition to the British secretary for the colonies, praying him to take some steps in order to save the only industry of the colony from utter ruin. At the same time, Mr. Chamberlain was informed that the planters had made great headway in reducing the cost of production, and that the cost of fuel combined with the low prices of the product prevented the process of manufacturing by diffusion from being carried on with any profit under existing conditions, although great economy had been effected by new appliances for crushing the cane and the introduction of a better system of steam generation.

The deputation which carried the petition was courteously received by the secretary for the colonies, but was at the same time informed that Her Majesty's Government was painfully aware of the depressed state of the sugar industry in Mauritius, but was then unable to see its way to hold out any hopes to assist the planters of the colony, pending the report and publication of the commission then investigating the cause of the depression in the West Indies.

The report of this commission was published in the leading paper of the colony. There can be hardly a doubt that it will lead to a strong agitation in favor of the imposition of countervailing duties. At this stage of the development, one can hardly tell whether the commission was appointed with a view to this end or not; but the representatives of the sugar-producing colonies have never concealed their belief that there was no other way of meeting the difficulty.

TEA CULTURE.

A portion of the press of the colony has been for some time endeavoring to turn the attention of the planters to secondary industries. Tea has been cultivated in the government experimental gardens of the colony. The venture has been a success, and the product is said to compare favorably in flavor with the leaf produced in Ceylon and other tea-growing colonies. But so far, there has been hardly enough raised for domestic consumption. For want of funds and appliances, there were only about 4,000 leaves cured last year. The government is willing to sell or lease the farm, but private enterprise seems slow to embark in any other industry but sugar culture—possibly fearing that if other things grow in Mauritius, the home government will be less willing to grant assistance.

RHEA FIBER.

Among new processes of an industrial character, the Macdonald process of decortication may be mentioned. J. M. Macdonald, head of the firm of Macdonald, Boyle & Co., of London, is now on a visit to Ceylon and the far East, inducing planters to embark in the Rhea fiber industry.

Mr. Macdonald claims that his process of producing filasse has proved a success, and he is prepared to put down machinery to produce the fiber ready for manufacture on any estate, so that the planter may manufacture himself, instead of being a mere tape producer for the benefit of London monopolies.

Mr. Macdonald also states that it may be safely assumed that the first 1,000,000 tons of white filasse will bring £42 per ton and that one firm in Dundee has promised to take a hundred tons a month at that

price. In Germany, it will command £160 a ton. A hundred tons a month is what Mr. Macdonald calls the product of a thousand acres.

It seems that there are thousands of acres in Mauritius suitable for the cultivation of the ramie grass, which requires a moist climate and plenty of rain. With our vast extent of territory and diversity of climate, there ought to be found an immense area adapted to such culture.

Hitherto, I am informed, the complaint of the rhea growers has been that the decorticating machines in use cost too much and produce too little work, and that rhea products are outclassed in price and can not compete with cotton and similar manufactures. That which Mr. Macdonald chiefly claims for his process is its cheapness. He says he has a system by which the rhea can be grown, decorticated, degummed, baled, and made ready for the manufacturer and all charges paid, placed free on the quay at Liverpool, at 1½d. (3 cts.) a pound.

The cost of the plant for treating the rhea from 1,000 acres is £10,000. The decorticating machinery consists of a series of drums attached to a shafting, forty drums on each shaft. Forty drums on a single shaft will yield sufficient green fiber to give 2 tons daily of cleaned filasse.

If the planters prefer, they can have the machinery made locally. The system of working is as follows: The cultivator pays the actual cost of the machinery and of its erection, and the inventors ask nothing until a profit is received, when they require 25 per cent. If the planters do not care to incur the expense of machinery, Mr. Macdonald recommends the erection of a central factory by independent capital, where planters can sell their stems at a price which will give a net profit of from £15 to £20 per acre, the central factory taking the rest.

Mr. Macdonald says that in Algeria, where there is frost to be contended with, they get four crops a year, and he claims that, in countries where there are no natural obstacles, the crop ought to be continuous. In Algeria, with their four crops per annum, they get a ton of fiber per acre; but with continuous crops, where each stem renews itself every six weeks, double the quantity can be obtained.

TRADE WITH THE UNITED STATES.

The Department is already aware that the principal exports from the United States to Mauritius consist of petroleum, and the imports from Mauritius to the United States entirely of sugar.

During the year 1896, the amount of petroleum landed here consisted of 19,250 cases, containing 38,500 five-gallon tins; for this year up to date there have been landed 19,500 cases, containing 39,000 five-gallon tins; total number of tins for both years up to date, 77,500. During the same period, there have also been landed 330 barrels of herring and 550 drums of codfish. The value of these shipments is unknown to this consulate.

During the year 1896, there was shipped from Mauritius to the United States sugar amounting in value to \$759,656.39½, and for this year up to date the shipments of sugar have amounted to \$381,836.78, making a total of \$1,141,493.17½.

It pains me to have to report the fact that in the trade of this island with the United States not a single ton of these exports or imports either arrived or departed in any vessel sailing under the Stars and Stripes, the whole having been transported both ways in foreign bottoms. An American captain told me nearly two years ago that while here he had an offer to take a cargo of sugar to the United States, but

had to refuse in consequence of the low rates of freight. These slow-sailing freight steamers take cargoes from here to the United States at figures ranging from 15 shillings to 16 shillings (\$3.50-\$3.78) per ton.

FURNITURE AND TOOLS.

There are a few samples of American manufactured furniture and tools to be found in the stores of Port Louis, but there is no stock or any varied assortment kept on hand. The tools and mechanical appliances in use are of the most primitive order, and the fact which most forcibly strikes a stranger is the old-fashioned methods applied in the construction of buildings. The tools used in the different mechanical handicrafts are all a century behind the age. I am informed that the creole mechanics prefer these old-fashioned instruments to any of the modern appliances. Yet it is very surprising, with these simple instruments and their slow ways, what substantial buildings they manage to construct, and what neat work they do in wood, stone, and all other materials.

COTTON CLOTH AND LEATHER GOODS.

So far as goods manufactured from the above-named materials are concerned, the trade of the colony seems to be divided between France and England. For boots and shoes, the preference is given to those of French manufacture, and the same is true of the harness and saddlery trade. So far as I have been able to ascertain, there is not a pair of American manufactured boots or shoes to be found in this market, and our cotton cloth is also a very rare commodity. The finer tissues of silk, wool, and cottons are all of French manufacture, while the heavy goods of cotton cloths and prints used in the colony are nearly all of English production.

MISCELLANEOUS.

The machinery used on the plantations is nearly all of English manufacture, and the locomotives on the railroads come from the same country. There are a few Cleveland bicycles in use in the colony and for a while seemed to be the favorites. They are apparently being superseded by the French and English manufactured wheels. At best, the market is a very limited one for such means of locomotion.

It is quite otherwise with the Singer sewing machines, which have held their own in Mauritius in the face of all competition. The agent who first introduced them in the colony is an Englishman, who settled down here in general business for himself and called his establishment the Singer Magazine, under which title his store is generally known throughout the colony. There is much to be gained in having a good agent.

The difference between the American and European systems of trading, the long credits and easy terms of payments extended by European manufacturers and merchants, when compared with the short credits and exacting terms of our merchants and manufacturers, are no doubt prominent factors in biasing and influencing trade. In many cases, it is customary for European manufacturers to ship goods on consignment to this market, and expect no returns for their merchandise until it is actually sold. Moreover, although Mauritius is so far from the great European centers of commerce and although the market must necessarily be limited, commercial travelers of France,

England, and Germany make periodical visits to this island. These men generally speak three or four languages, are well posted on the requirements of the market, and as a rule, represent various lines of goods.

There are no legal restrictions whatever, either regarding passports or the sale of goods in the colony, placed on commercial travelers. The only conditions are that if sales are made, there is a fee to be paid according to the class of goods sold; otherwise, nothing is exacted from the traveler.

On the other hand, the United States manufacturers and merchants seem to think it sufficient to send their business circulars to the consul, asking him to distribute them and forward the names of responsible parties with whom they may open correspondence. The consul is willing enough to do anything within his sphere of action to advance American interests, but if our merchants and manufacturers want a share of the trade of the island, they must send their agents to solicit it. In a country like this, where there are no commercial agencies from which to ascertain the standing of any business man, the consul has no means of judging the solvency of anyone, except by appearances, which are often unreliable and deceitful, and should he attempt to seek such information at either of the banks, it is very probable he would be considered highly impertinent.

BANKING AND EXCHANGE.

There are no direct banking facilities existing between Mauritius and the United States. All such transactions have to be done by way of London or Paris, although the question of exchange has been often discussed, and is still a matter of controversy. It may be pertinent to say a few words more about the relations of Mauritius with countries having a gold standard. At present, the low price of sugar, accelerated by the extensive production of beet root and the bounties accorded by the continental governments, leaves between the value of the crop and the cost of production a balance hardly sufficient for obligations.

If the value of exports and imports were the same, there would be neither profit nor loss by exchange. The value of the principal export of the colony is established according to the prices ruling in foreign markets, which value is increased by exchange; but the domestic produce consumed in the island is not subject to enhanced prices caused by exchange, as the value is influenced by the cost of similar products from other countries which have a silver currency, like India and China.

These countries being able to supply themselves with almost everything they require, have a considerable balance left in favor of their exports, which gives them the greater portion of the profit that they derive from exchange. Besides, they have in their own countries the raw material and cheap labor, and owing to their silver currency, they are comparatively able to produce the manufactured articles which formerly they depended on foreign countries to supply.

Their productions now exceeding their requirements, they export their surplus, and enter into competition with countries which have a gold standard. The remedy for the situation is considered here to be international bimetallism, but as England is not disposed to accept this cure, it is not to the interest of this colony to try to promote it. Though the state of affairs does not favor this colony as much as one is inclined to believe, yet it has helped it and will continue to do so in maintaining its position during the crisis which has existed so many years in the sugar industry.

HARBOR FACILITIES.

The question of dredging and deepening the harbor of Port Louis has been frequently debated in the legislative council, but nothing has been done, owing to the depressed state of the finances of the colony.

In the beginning of this year the harbor of Meheburgh or Grand Port was surveyed by order of the British Government, with the view of constructing docks and erecting various Government buildings in order to make provision for an increase of the garrison of the island, which is reported to be necessary, owing to the occupation of Madagascar by the French. However, work has not as yet been commenced.

TELEGRAPH AND CABLE SERVICE.

The Eastern and South African cable connects Mauritius with Seychelles, Zanzibar, and Natal. There has been no extension of the company's cable from this point, nor has the telegraph line of the colony connecting the different towns and railroad stations with Port Louis been extended.

TRANSPORTATION.

There are no navigable canals or rivers in the island. There are 370 miles of roads which cost the Government to keep in order during the year 1896 244,300 rupees* (\$57,166). One new bridge has been opened this year in the vicinity of Port Louis.

The only other means of transportation for passengers and freight in Mauritius are the northern and midland lines of railroad, which have a common depot in Port Louis. The lines are owned by the colonial government and are placed under the management of a general superintendent.

LINES OF STEAMERS CONNECTING MAURITIUS WITH EUROPE.

There are four lines of steamers touching at this island, three English and one French. Two of the former lines proceed via the Cape. The French line and one of the English take the canal route. The boats of the first arrive and depart from here on regular schedule time, being under contract with the colonial government to carry the mail. The others come and go at very irregular dates.

There is no direct communication between Mauritius and the United States, and in order to insure anything like quick dispatch it will be well to mark all letters via Marseilles, otherwise they may be detained in England and forwarded by any of the lines.

BOAT LICENSES.

All boats, barges, lighters, and other craft employed in loading and unloading vessels or in supplying or discharging ballast have to pay a license of 2 rupees (46 cents) a ton per annum. The few small coast trading vessels owned by Mountiors pay a small annual license, but there is no merchant marine belonging to the colony, and no tonnage

* The reductions to United States currency in this report are made on the basis of the valuation of the Indian rupee published quarterly by the Director of the Mint; the average value for the year 1896 was 23.4 cents.

owned or employed in commerce with other countries; neither are there any enactments existing in the colony of a discriminating character that affect American vessels. There are no taxes or excise in addition to tariff rates that affect United States trade.

DOMESTIC AND FOREIGN POSTAL RATES.

For all countries coming within the Postal Union, the rates on letters, newspapers, and parcels are fixed as follows: Letters not exceeding 15 grams (one-half ounce), 18 cents (of rupee); exceeding 15 grams and not exceeding 30 grams (1 ounce), 36 cents; exceeding 30 grams and not exceeding 45 grams (1½ ounces), 54 cents; for every additional 15 grams (one-half ounce), 18 cents and a registration fee of 12 cents; reply to postal cards, 16 cents. Newspapers, not exceeding 50 grams (1¾ ounces), 18 cents; exceeding 50 grams and not exceeding 100 grams (3½ ounces), 22 cents; every additional 50 grams, 4 cents. Printed papers, samples or patterns of merchandise, not exceeding 50 grams (1¾ ounces), 8 cents; exceeding 50 grams and not exceeding 100 grams, 12 cents; every additional 50 grams, 4 cents.

COASTWISE TRADE OF THE COLONY AND ITS DEPENDENCIES OTHER THAN SEYCHELLES.

The imports for 1896 amounted to 502,177.85 rupees (\$117,509). The exports for the same period amounted to 301,705.66 rupees (\$70,598).

Imports and exports of Mauritius for the year 1896.

IMPORTS.

	From United Kingdom.		From British possessions.		From foreign countries.	
	Value.	Equivalent.	Value.	Equivalent.	Value.	Equivalent.
	Rupees.		Rupees.		Rupees.	
Exclusive of charges and exchange.....	3,855,229.48	\$902,123	14,937,637.14	\$3,495,407	3,708,595.42	\$867,811
Charges and exchange.....	3,557,541.88	832,464	3,117,436.51	729,479	3,017,960.17	706,804
Total	7,412,271.36	1,734,587	18,055,073.65	4,224,886	6,726,554.59	1,574,615

EXPORTS.

	To United Kingdom.		To British possessions.		To foreign countries.	
	Value.	Equivalent.	Value.	Equivalent.	Value.	Equivalent.
	Rupees.		Rupees.		Rupees.	
Produce and manufacture of the colony ¹	270,740.10	\$63,289	25,996,555.08	\$6,083,193	2,793,845.93	\$652,759
Shipping charges.....	13,109.46	3,067	1,855,121.98	434,098	187,608.11	43,900
British, foreign, and other colonial produce and manufacture.....			470,915.34	110,194	2,238,223.23	523,744
Total	283,849.57	66,356	28,322,592.40	6,627,485	5,219,677.27	1,220,403

¹ Excluding sugar.

JOHN P. CAMPBELL, *Consul.*

PORT LOUIS, November 26, 1897.

List of licenses in force in Mauritius for carrying on business, 1896.

Business, profession, or trade.	Duty for six cal- endar months.	Value in United States currency ¹
	<i>Rupees.</i>	
Agent (house, lands, and cattle).....	27. 50	\$6. 40
Assurance or insurance companies.....	137. 50	32. 00
Assurance agency companies.....	137. 50	32. 00
Attorney at law.....	33. 00	7. 70
Auctioneers:		
Keeping no room.....	82. 50	19. 20
Keeping room.....	125. 00	29. 25
Baker, with more than 2 men.....	11. 00	2. 50
Banker.....	550. 00	128. 70
Banker's agent.....	250. 00	58. 50
Private billiard room.....	165. 00	38. 60
Public billiard room.....	330. 00	77. 00
For each table in a hotel.....	100. 00	23. 40
Blacksmiths:		
With 2 men.....	5. 00	1. 15
With more than 2 men.....	10. 00	2. 35
Bookbinders.....	8. 25	1. 90
Brick and tile makers.....	22. 00	5. 15
Broker, sworn:		
First class.....	110. 00	25. 75
Second class.....	27. 50	6. 40
Broker, custom-house.....	27. 50	6. 40
Builders of funeral monuments employing more than 1 workman.....	22. 00	5. 15
Basket seller.....	4. 00	. 90
Butchers:		
In market.....	8. 00	1. 90
Elsewhere.....	8. 00	1. 90
Cabinetmaker.....	9. 00	2. 10
Manufacturer of cigars, cigarettes, and plug:		
Employing no assistance.....	20. 00	4. 85
Employing not more than 5 assistants.....	30. 00	7. 00
Employing more than 5 assistants.....	50. 00	11. 70
Cartwright.....	11. 00	2. 60
Coach builder.....	12. 00	2. 80
Coffeehouse keeper.....	12. 00	2. 80
Commission merchant who buys or sells, or orders from abroad, goods on account of others, whether the goods are imported in his own name or not.....	220. 00	53. 45
Joint stock companies.....	66. 00	15. 45
Compounders:		
Not furnishing a bond and not using a still or stilling apparatus.....	80. 00	18. 70
Using still or distilling apparatus and furnishing bond.....	170. 00	39. 80
Confectioner.....	27. 00	6. 30
Cooper.....	10. 00	2. 35
Coppersmith.....	27. 50	6. 40
Cutter.....	7. 00	1. 60
Distiller.....	550. 00	128. 70
Civil engineer.....	33. 00	7. 70
Fishing:		
With long net.....	14. 00	3. 25
For small fish.....	2. 50	. 60
Fish sellers, wholesale.....	27. 00	6. 30
Fishmongers.....	7. 00	1. 60
Manufacture of gold or silver ware.....	40. 00	9. 35
Gunsmith.....	11. 00	2. 60
Hawkers of all classes have to pay a license according to the class of goods they sell, averaging from.....	3.50-27.00	0.80-6.30
Hotel keepers.....	200. 00	46. 80
Ironmongers.....	55. 00	12. 85
Job contractors.....	82. 50	19. 15
Land surveyors.....	16. 50	3. 85
Livery-stable keepers.....	7. 00	1. 60
Lodging-house keepers.....	13. 00	3. 00
Manufacturers of colonial wine.....	25. 00	5. 85
Marine surveyor.....	16. 50	3. 85
Market auctioneer.....	33. 00	7. 70
Milliners and dressmakers.....	16-33. 00	3.75-7.70
Notary public.....	165. 00	38. 60
Pawnbroker.....	165. 00	38. 60
Pharmacist.....	110. 00	25. 75
Printer.....	22. 00	5. 35
Restaurant keepers.....	120. 00	28. 00
Spirits, wine, and beer.....	165. 00	38. 60
Grocers.....	22. 00	5. 35
Drapery and dry goods.....	27. 00	6. 30
Gold and silver wares.....	33. 00	7. 70
Ship chandler.....	55. 00	12. 85

¹ Taking the mean value of rupee for 1896.

List of licenses in force in Mauritius for carrying on business, 1896—Continued.

Business, profession, or trade.	Duty for six calendar months.	Value in United States currency ¹
	<i>Rupees.</i>	
Shipwright	35.00	\$7.70
Stevedore	10.00	2.35
Supplier of fresh water to ships	1.10	0.25
Tailors	7.50	1.65
Soap makers	10.00	2.35
Tanners	11.00	2.60
Tavern keepers	132.00	30.90
Timber merchants	50.00	11.70
Undertakers	30.00	7.00
Warehousemen	27.50	6.40
Merchants, wholesale	165.00	38.60

¹ Taking the mean value of rupee for 1896.

The above are the principal tariffs on wholesale and retail business, but every little industry from a peanut stand to the poor Indian who sells a few candies in a little basket, must have a badge showing that it is taxed.

MOROCCO.

At the outset of this report, I would say it is difficult to obtain not only accurate and reliable statistics, but any statistics whatever, either of the internal or the foreign trade of Morocco. The collector of customs keeps nothing in this line. The only source from which any knowledge of the movement of commerce with foreign countries can be obtained, is from manifests and bills of lading. Therefore, the statistics given can be regarded only as approximate. Business men engaged in importing and exporting say that, for some years, the volume of trade both in imports and exports has gradually been growing less. This condition is attributable to bad harvests of recent years, the unsettled condition of the country, and to the high rate of exchange that has prevailed. The rate of exchange in Morocco is governed by that of Madrid. The rate of exchange on gold or bills on London, Paris, and Madrid is now—at the date of writing—32 per cent. It is not surprising that importations from all countries are diminishing. The effect upon trade is disastrous. Bad harvests have made the country poorer, though in truth, it was poor enough before. Bankruptcies and failures of Moorish merchants have been of frequent occurrence, and have entailed serious losses upon European firms doing business in Morocco.

TRADE METHODS.

The only way to collect debts from Moorish merchants who have failed or are not disposed to pay, is to request the Sultan to instruct the governor or kaid in whose jurisdiction the debtors reside to summon the debtors to him and compel them to settle with their creditors. The official who is so instructed by the Sultan has methods of his own which he applies with vigor under certain conditions. The collection of the debt, however, is accompanied with a great deal of inconvenience, trouble, delay, and generally considerable expense for the creditor. Business can not really be transacted here on the same lines or in accord-

ance with the same business principles as in the United States. The reason is obvious to any one having a knowledge, however slight, of the Government of Morocco and the Moors. In the first place, it is said they have no sense of moral obligation in business transactions. Again, there are practically no facilities outside of Tangier to negotiate loans, drafts, and checks. The only means of transporting the products of the country is by camels, mules, and donkeys, except by steamers from one coast town to another; there is no telegraphic communication between towns; there are no mail facilities in the interior, except by couriers, who travel about fifty miles per day. Four days are required to take the letters the same distance that in the States could be covered in a few hours. With these and other obstacles to business, the wonder is that the volume of trade is not even smaller.

IMPORTS INTO TANGIER.

For 1896, the total value of imports at Tangier was $4\frac{1}{2}$ per cent less than in 1895 and some 20 per cent less than in 1894, according to the most reliable estimate from statistics gathered. Great Britain and Gibraltar are credited with having furnished $54\frac{1}{2}$ per cent of the imports, France 29 per cent, Germany $12\frac{1}{2}$ per cent, and other countries 4 per cent. The United States does not appear in any statistics as having furnished a single article for Morocco. The reason is sufficiently clear.

No American vessels come to Morocco, nor do vessels under any other flag that come from the United States touch at Tangier or any other Morocco port. Products or manufactures having their origin in the United States and finding their way to Morocco are credited to the European country from which they are shipped. The small quantity of flour, petroleum, canned goods, and hardware, though recognized and known to be of American origin, are not found in the statistical tables as coming from the United States. The table of imports to Tangier shows the item of cotton goods to be first in value. For the year 1896, the value is stated to be about \$1,700,000. These cotton goods were formerly of English manufacture. Of late, the Germans have been cutting into the Manchester trade in this article, causing a considerable decrease in the quantity sent by the Manchester manufacturers. The cloth market, too, is held by German manufacturers. Of the \$100,000 of this article imported to Tangier, the Germans have about nine-tenths.

The quantity of flour imported seems to be on the increase. The value of this article during 1896 amounted for this port to about \$120,000. It comes chiefly from France, and is said to be the product of Russian or Indian wheat. This French flour costs at Marseilles from 12 to 15 francs (\$2.31 to \$2.89) per 100 kilograms (220.46 pounds). The United States flour, which comes via Gibraltar, is said to be more expensive. If we had direct communication the cost would be less and we could control the market.

Timber is another article of importation that we might furnish this country were there direct steamers or sailing vessels. Timber, deals, planks, etc., sell for \$30 to \$40 per 1,000 feet.

Candles make quite an important item on the import list. The importation of this article is chiefly from England. Twelve packages of 1 pound each cost f. o. b. 3s. 3d. (78 cents).

Tobacco importation in 1896 amounted to about \$65,000 for this port.

It is brought from Germany, Holland, Algeria, and Gibraltar. That from Gibraltar, it is said, comes from the United States. Tangier is the only port at which the Sultan allows tobacco to enter.

Sugar (imported in cones or loaves of 10 to 20 pounds each) is an article which is consumed by every Moor who has a penny to buy anything. Last year, the value of the importation to Tangier reached about \$85,000. In 1895, when the importation of all articles was greater, the value was upward of \$100,000. At Larache, which is the most convenient seaport for Fez, the value of the sugar importation in 1895 was \$350,000, while the total value for the different ports of Morocco amounted to about \$1,700,000. Nearly all the sugar comes from France. Germany is sending a little, and Belgium is making a good beginning in this line of importation. Like other imported articles, there was a decrease in the quantity of sugar imported in 1896 as compared with 1895 and 1894.

Some petroleum is imported from the United States by way of Gibraltar and Hamburg. It is also imported from Russia. The American is considered superior. It, however, costs more to the consumer. It costs at Gibraltar, I am informed, about \$1.02 in United States money per case. Add to this the expense of transportation from Gibraltar, etc., and it would cost in store about \$1.30 American money per case. The Russian petroleum, I am informed, is cheaper. Again, were there direct communication with the United States, we could put petroleum down here for a less price than we now do, and control the market.

As I stated in a former report and now state once more, with direct steamers from New York to Tangier, we would be able to place upon this market flour, petroleum, tobacco, lumber, furniture, canned goods, and clothing. We would be sure to get a large part of the cotton-goods trade, which until recently was entirely in the hands of Manchester manufacturers. Other classes and kinds of goods would soon be sought for. Without steamers from New York touching at this port, the prospect for securing even a very small share of this trade is not at all flattering. I made an effort in the early part of the present year to have one of the lines from New York to Italy touch here. One of the steamers did actually drop anchor here in July, but through the blundering of someone, she took no cargo; consequently, no vessel of the line has called here since.

The whole question of the increase of our foreign trade lies in the same old nutshell in which it has lain for years. It has been handled and rubbed and tossed about till it has become as smooth as a billiard ball and as hard as an Egyptian mummy. Let a subsidy hammer be applied to the old shell and it will be opened; the meat will be found. The question of the increase of our foreign trade will be solved by encouraging our shipping interests, either through navigation bounties or liberal mail subsidies.

In 1889, while in Bahia, Brazil, in a conversation with a correspondent of a New York journal, I said every European commercial marine of importance was receiving substantial aid from the home Government, and if we would increase our foreign trade, United States steamers must be encouraged by liberal support. This policy I then deemed absolutely necessary to secure the South American trade. Time has but strengthened the opinion I then held and expressed, that United States steamers must be multiplied and systematically aided by the Government. I also said then what is equally true to-day, though in a certain meas-

ure it is being carried out, that merchants and manufacturers must do their share. Combination is needed on the part of United States merchants to establish mercantile agencies in every prominent South American port.

United States banks should then be opened, in fact would be opened, with financial agencies in the same ports, giving to mercantile houses the support they require and saving for the merchants some \$7,000,000 in commissions paid to London bankers every year. Samples of United States goods with price list should be on the spot, and trade with the United States would be developed and extended. With a system of this sort, frequent mails, direct telegraphic communication, and adequate freight facilities under the American flag, the flags of European nations would gradually disappear, and with their disappearance, the trade with all the countries south of us would pass from the hands of Europeans to our own, where it naturally belongs. Since I gave expression to the foregoing opinion, eight years ago, progress has been made in the direction of organizing some of our merchants and interchanging views with prominent men of the southern Republics. The main, practical, essential thing to do for the commercial conquest of the world, is to establish a merchant marine. Give us strong and swift merchant ships and plenty of them, and all the world is at our feet.

In reports to the Department from Bahia, Brazil, some seven or eight years ago, and since on the same subject, I said some arrangement should be made between Brazil and the United States looking toward an increased commercial intercourse. It was made; but, unhappily, it was cut off in its infancy. Such an arrangement as Mr. Blaine then signed, or a more favorable one, should be entered into with every country south of us, as well as with countries in other parts of the world wherever possible.

Referring again to the imports to Morocco for the year 1896, I would say I have not yet received the reports from Mogador or Larache. Estimating the imports to those two places to be a little less than those for 1895, the entire value of imports would probably foot up between \$5,500,000 and \$6,000,000 for all Morocco for the year, not including specie.

The tables of imports as returned are herewith given for Rabat, Casablanca, Mazagan, Laffi, Tetuan, and Tangier. The table of exports from the same places also accompany this report. Calculating the value of the exports from Mogador and Larache upon the basis of 1895, the exports for all Morocco for 1896 probably reached nearly \$6,500,000, including specie. The table of exports for Rabat, Casablanca, Mazagan, Laffi, Tetuan, and Tangier is herewith inclosed.

EXPORTS.

The chief exports from Tangier are oxen, eggs, goatskins, slippers, beeswax, dates, and fowls, with some woolen haiks and jelabs for Tunis, Tripoli, and Egypt. The haiks and jelabs are outside garments made for the wear of the native men and women of those countries. They are also used by the Moors in Morocco.

The only exports to the United States from Tangier are goatskins and Moorish curios, in small quantities. That is, these are the only articles consigned through consular invoices to firms in the United States. Many other articles exported from Morocco find their way to our country, but are shipped first to Germany, France, or England. In

1896, the consular invoices showed shipments from Morocco to the United States to the value of about \$350,000. For the year 1897 there will probably be an increase.

The largest shipments to the United States are made from Mogador. These are chiefly goatskins. Some coriander seed is shipped from Casablanca, as shown by the consular invoices. The greater part of the coriander seed, however, is sent to England, and is purchased from the English importers by parties in the United States.

GENERAL REMARKS.

Machinery for manufacturing or industrial purposes is quite unknown in Morocco. Everything required by the Moors is made by hand. There are no machines except an occasional sewing machine.

There is one electric plant in Tangier, under the control, I believe, of a Spanish company; one ice factory is also in Tangier, under charge of a French company.

Small quantities of hardware are imported, and some iron bars for blacksmith's use, for railings, etc., and a few carpenters' tools.

The only pieces of agricultural machinery seen are the plow used in Phœnician and Roman days, the hedidah, or axe, and a grub hoe, heavy, coarse, and ungainly in appearance. Grain, wheat, barley, beans, etc., are thrashed as they were three thousand years ago, by means of donkeys or mules being driven about on a pile of grain in the straw, placed upon a smooth plot of ground especially prepared for the purpose. The grain is winnowed by tossing it in the air and letting the wind blow away the dust and chaff.

Locomotives have never whistled in Morocco territory and never will as long as the Government remains in the hands of the Moors. The camel is the freight train, the mule the fast express, and the donkey the city railway and cab.

The bicycle is also unknown. There is not a road in Morocco where it could be used either for pleasure or as a substitute for any other vehicle, although, as a matter of fact, there are no other vehicles.

Boots and shoes are not used by the Moors, and as there are only a handful of Europeans but little leather need be imported. The Moors make the slippers for their use from Morocco leather.

Any method may be used in packing goods that will insure their safe arrival at a seaport, as all goods sent to the interior are put up by the importer in such size packages as are most convenient for the trip.

The cloths used by the Moors—that is, the imported cloths—employed for jackets, vests, and what are called pants, are of two classes: One is light, shiny, and finished. It is 54 inches wide, in various shades, and is said to cost the importer 2s. 9d. to 4s. 6d. (\$0.66 to \$1.09) f. o. b. The other is from 54 to 60 inches wide, smooth and shiny, of dark blue color, and costs from 7s. to 10s. 6d. (\$1.70 to \$2.55), according to width and quality. The German cloth is cheaper than the English.

CURRENCY.

The currency of Morocco is the Spanish dollar, coin; dollar pieces, .900 fine; half dollar, 2-peseta* and 1-peseta pieces, .835 fine, now in exchange on London about 33 pesetas per pound sterling. It is only

* Peseta = \$0.19.3.

recently Morocco began to have its own currency. In 1891, the Government made a contract with a French citizen to coin 100,000 kilograms (220,460 pounds) of silver in Moorish silver coins, viz: 20,000 kilograms in 2½-peseta pieces of 14.50 grams; 20,000 kilograms of quarter-dollar pieces of 7.25 grams; 30,000 kilograms of 10 cent pieces of 2.90 grams; 30,000 kilograms of 5 cent pieces of 1.45 grams.

The alloy was to be in the same ratio as the French silver currency, or 900 parts pure silver and 100 parts alloy for 5-franc pieces, and for the smaller coin 835 parts pure silver and 165 alloy.

The above was in the original contract. It was modified later, and the Moorish coin was made of 800 parts silver and 200 alloy for half, quarter, tenth, and twentieth dollar pieces. The weight of the Moorish or Hassanu dollar is 29 grams, while that of the Spanish dollar is only 25 grams. In 1895, a Berlin firm contracted for the Moorish Government the coinage of 25,000 kilograms of silver in the same ratio and quality as that of 1891. The standard of value of the coin of Morocco is a silver unit. Properly speaking, there is no gold in circulation. It is believed, however, that the Sultan's treasury contains a large quantity of gold coins, French, Spanish, and English, and that the natives have quantities of coins concealed in the ground. There is no paper in circulation—that is, no Moorish paper. The total amount of the silver in circulation is said to be some \$6,000,000 Moorish silver coins and some \$2,000,000 Spanish silver.

Tariff rates, customs rules, port regulations, and wharfage dues, as herewith reported for Casablanca, are practically the same for the other ports. A new pier for Tangier has just been finished. The table of rates for the use of the pier is herewith inclosed. The pier was built by an English engineer who, through the English minister, received the concession from the Sultan. The cost was about \$25,000. It belongs to the Sultan's Government. It is about one-fourth mile in length, and at high tide, small steamers can go alongside for discharging and taking cargo. This is the only improvement in any harbor along the coast.

No new wagon or caravan routes or canals or river systems have been opened or projected.

Freight rates to the different coast towns are about the same as the Casablanca rate herewith inclosed.

No license is required to carry on business, except that in which the Government may have a monopoly. No regulation relates to commercial travelers. If they go anywhere outside of the cities on the coast, they should take a soldier from the Bashá. Though not required by the Moorish authorities, it would be better for all Americans traveling in Morocco to have a passport.

MERCHANT MARINE.

There is no discrimination against vessels of any flag. Morocco has no merchant ships and but two so-called war ships. One was built in Germany and the other, I believe, in France or England.

QUARANTINE REGULATIONS.

All regulations relating to quarantine are made and enforced by the diplomatic body—the foreign representatives—for all the coast or sea-port towns of Morocco. The body is known as the conseil sanitaire. The hygienic board, composed of five foreign residents, is subject to

the orders of the conseil sanitaire. This hygienic board is really the street-cleaning department of the city. For the coast towns, the consular body constitutes the conseil sanitaire, each foreign representative being president for three months. The presidency passes in the alphabetical order of the nations here represented. At present, the president is the United States consul-general.

POSTAL RATES.

The three offices here, viz, English, French, and Spanish, are in the International Postal Union. The rates for Morocco, English and French are 10 centimos, equivalent to 2 cents, for every 15 grams ($\frac{1}{2}$ ounce.) By Spanish post, the same rate is charged for 30 grams (1.03 ounces). Bates to Gibraltar and Spain are 10 centimos for 15 grams. There is no law requiring goods to be marked to show country of origin.

D. N. BURKE,
Consul-General.

TANGIER, October 6, 1897.

Return of principal articles of import to Tangier during the year 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Bags, empty.....bales..	178	\$8,900	Matches.....cases..	295	\$7,375
Bricks, etc., tiles.....		11,025	Oils.....barrels..	547	7,990
Candles.....cwt..	3,350	27,800	Paints.....casks..	425	7,905
Cement.....do..	2,491	4,115	Perfumery.....		2,105
Chemicals and drugs.....		11,405	Petroleum.....cases..	1,424	3,230
Cloth.....packages..	308	84,100	Silk.....		
Coal.....tons..	412	3,180	Manufactured.....do..	7	2,800
Coffee.....cwt..	822	18,950	Raw.....cwt..	484	99,800
Copper and brass.....		8,680	Spices.....		8,840
Cotton manufactured goods, bales.....	1,934	650,600	Stationery.....packages..		12,450
Cotton, raw.....bales..	306	22,950	Sugar.....		
Crockery and china.....		16,300	Brown and crushed,cwt..	1,854	7,335
Deals and timber.....		73,825	Loaf.....do..	10,975	81,395
Dyes.....		13,310	Tea.....cases..	4,559	113,950
Flour.....cwt..	55,551	116,375	Tobacco.....packages..	1,481	61,965
Furniture.....packages..	593	11,300	Wines and spirits.....		44,195
Glassware.....do..	582	15,265	Sundries.....		42,725
Groceries, etc.....		37,530	Total.....		1,707,200
Gums, etc.....		1,195	Specie.....		478,810
Gypsum.....bags..	7,998	3,995	Grand total.....		2,186,010
Hardware.....		21,160			
Iron, etc.....		44,120			

Return of principal articles of export from Tangier during the year 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Birdseed.....cwt..	946	\$236	Oxen.....head..	16,480	\$51,087
Beeswax.....do..	1,500	7,625	Slippers.....bales..	2,459	73,770
Carpets.....bales..	331	7,944	Woolen manufactured goods.....bales..	502	25,100
Dates.....cwt..	2,005	6,018	Sundries.....		12,093
Eggs.....thousand..	23,438	50,000	Total.....		255,670
Fowls.....dozen..	13,160	6,580	Specie.....		326,477
Goatskins.....cwt..	2,590	7,740	Grand total.....		582,147
Goat hair.....do..	596	932			
Hides.....do..	2,526	4,421			
Leather flaily.....do..	152	1,013			
Moorish curiosities, packages	111	1,110			

Table showing total value of all articles exported from and imported to Tangier, according to countries, during the year 1896.

Countries.	Exports.	Imports.
Great Britain	\$309, 130	\$927, 780
France	90, 930	484, 005
Spain	519, 295	25, 935
Germany	7, 480	214, 960
Egypt and Tripoli	274, 380	.....
Other countries	17, 270	54, 520
Total	1, 278, 485	1, 707, 200

Specie is not included in the above figures.

Return of all shipping at the port of Tangier during the year 1896

ENTERED.

Nationality.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British	3	327	280	95, 778	283	96, 105
Spanish	415	5, 585	310	117, 038	725	122, 596
French	1	115	122	50, 226	123	50, 341
German .....	.....	.....	43	41, 498	43	41, 498
Dutch .....	.....	.....	10	8, 524	10	8, 524
Italian	2	662	1	1, 528	3	2, 190
Danish .....	.....	.....	3	1, 021	3	1, 021
Various	19	1, 660	1	248	20	1, 908
Total	440	8, 322	770	315, 861	1, 210	324, 183
Total, preceding year .....	.....	.....	.....	.....	744	271, 556

CLEARED.

British	3	327	258	85, 980	261	86, 307
Spanish	421	5, 772	315	121, 678	736	127, 450
French	1	115	125	51, 978	126	52, 093
German .....	.....	.....	47	43, 833	47	43, 838
Dutch .....	.....	.....	9	7, 000	9	7, 000
Italian .....	.....	.....	1	248	1	248
Danish .....	.....	.....	2	892	2	892
Various	6	1, 052	1	1, 528	7	2, 580
Total	431	7, 266	758	313, 137	1, 189	320, 403

Rate of exchange (regulated by the Madrid rate) during 1896.

Month.	Percent- age.	Month.	Percent- age.	Month.	Percent- age.
January	22½	May	20	September	21
February	21½	June	19½	October	24
March	21½	July	19½	November	28
April	21½	August	20½	December	27½

At the present time, the rate of exchange has risen to over 32 per cent. It has recently been as high as 35 per cent.

STEAMSHIP COMPANIES TOUCHING AT TANGIER.

Papayanny Line of steamers (English): Regular service between Liverpool, Tangier, Malta, and Alexandria, calling at Tangier about every twelve days.

Mersey Steamship Company, Limited (English): Regular steamers between London, Gibraltar, Tangier, and the coast towns.

Bland's steamers (English): Running between Gibraltar and Tangier.

Compagnie de Navigation Mixte (French): Between Oran and Tangier.

Compagnie Paquet (French): From Marseilles, Gibraltar, to the coast towns and Canary Islands.

Oldemburg Portugiesische (German): Monthly steamship service between Hamburg, Antwerp, Gibraltar, Tangier, and the coast towns.

Woermann Line: See Casablanca.

The Sloman Line: From Hamburg to Tangier, Malaga, Barcelona, and Italian ports.

The Royal Line: From Amsterdam, Lisbon to Tangier, Gibraltar, and Italian ports.

Tangier pier tariff.

IMPORTS.

Articles.	Tariff.
	<i>Cents.</i>
Amburgos, croydons, T cloths, flannelettes, and all other articles in bales of more than 12 quintals (2,645 pounds).....	per bale.. 5
Muslin and woolen cloth.....	do.. 5
Beer in cases of less than 48 bottles.....	per case.. 2½
Beer in cases of 48 bottles.....	do.. 2½
Raw silk in sacks.....	per sack.. 2½
Cases of tea and cinnamon.....	per case.. 1½
Iron buckets.....	per 100 buckets.. 2½
Matches in cases.....	per case.. 1½
Flour in sacks of 100 kilos (220.46 pounds).....	per sack.. 2½
Sugar in sacks of 75 kilos (165.33 pounds).....	do.. 2
Wine in 2-quintal (440-pound) barrels.....	per barrel.. 2½
Wine in barrels of less than 2 quintals.....	do.. 1½
Candles in small boxes (12 kilos, 26.45 pounds).....	per 4 boxes.. 1½
Candles in large boxes (25 kilos, 55 pounds).....	do.. 2½
Cement in barrels.....	per barrel.. 2½
Tin plate in cases.....	per case.. 1½
Spices, cloves, pepper, in large sacks.....	per sack.. 1½
Petroleum.....	per 10 cases.. 5
All other articles.....	per quintal.. 1½

EXPORTS.

Bales of skins.....	per 4 bales.. 5
Bales of shoes.....	per 6 bales.. 5
Canary seed.....	per 8 sacks.. 5
Dates in large boxes.....	per 12 boxes.. 5
Dates in small boxes.....	per 20 boxes.. 5
Bales of hair, sergheens, and wax.....	per 8 bales.. 5
Sacks of ghazool and all other articles in cases.....	per 8 sacks.. 5
Baskets of fowls or eggs.....	per 8 baskets.. 5
Sacks of tan, bones, small boxes of eggs.....	per 10 sacks.. 5
All other articles.....	per quintal.. 5

PASSENGERS.

Persons going on the pier.....	each person.. 5
Persons embarking or disembarking by the pier when the steamer is alongside the pier, each person.....	15
Persons having return tickets for disembarking and embarking.....	each person.. 20

RABAT.

Return of imports and exports during the year 1896.

IMPORTS.

Articles.	Quantity.	Value.
Candles.....	cwt.. 4,083	\$28,900
Cement.....	barrels.. 216	1,060
Chemicals.....	do.. 241	6,490
China and glass.....	cases.. 219	6,835
Confectionery.....	do.. 111	1,525
Cottons.....	bales.. 839	812,050
Cotton, raw.....	cwt.. 45	720
Deals.....	doz.. 109	1,755
Drugs.....	cases.. 79	1,440
Dyes.....	do.. 21	590
Flour.....	bags.. 1,380	6,900
Hardware.....	cases.. 362	17,235
Iron.....	cwt.. 1,709	6,430
Linen.....	bales.. 18	3,170
Matches.....	cases.. 105	2,625
Oil.....	barrels.. 553	1,150
Paper.....	bales.. 192	855
Paint.....	kegs.. 128	1,406

Return of imports and exports during the year 1896—Continued.

IMPORTS—Continued.

Articles.	Quantity.	Value.
Rice cwt.	299	\$1, 615
Silk cases cases	41	14, 400
Spices cwt.	981	10, 635
Steel cases	222	900
Sugar, loaf cwt.	39, 182	176, 410
Sugar, raw do.	300	1, 000
Sundries do.		12, 180
Tea chests	3, 175	43, 205
Tin plate boxes	115	345
Wines and spirits cases	244	3, 390
Woolens bales	130	21, 625
Total		684, 230

EXPORTS.

Bark cwt.	550	\$750
Beeswax do.	143	3, 565
Bones do.	6, 478	3, 315
Carpets bales	36	1, 060
Goatskins do.	511	13, 075
Eggs cases	528	7, 890
Goats' hair bales	21	360
Hides do.	536	8, 000
Horns do.	93	695
Mats do.	53	810
Sheepskins do.	308	7, 125
Sundries do.		2, 325
Wool, greasy cwt.	7, 838	68, 230
Wool, washed do.	1, 223	16, 345
Woolens bales	68	14, 850
Total		148, 995
Specie		185, 255
Total		334, 250

CASABLANCA.

Return of exports and imports for the year 1896.

EXPORTS.

Articles.	Quantity.	Value.
Beans quarters	15, 193	\$85, 665
Beeswax cwt.	505	15, 070
Canary seed do.	383	1, 575
Carpets bales	38	2, 060
Coriander seed cwt.	18, 692	31, 000
Cumin seed do.	17	100
Dates boxes	268	2, 180
Eggs cases and barrels	2, 719	40, 360
Fennugreek seed cwt.	7, 410	14, 705
Goatskins bales	4, 011	70, 715
Gum cwt.	62	755
Hides bales	4, 867	73, 975
Horns do.	171	875
Lentils cwt.	22	70
Maise quarters	368	1, 990
Oil, olive barrels	14	245
Pean, chick tons	6, 787	297, 650
Sheepskins bales	3, 525	85, 770
Slippers do.	4	200
Sundries do.		9, 220
Tortoises barrels	189	945
Wool, greasy cwt.	23, 495	233, 450
Wool, washed do.	3, 689	55, 080
Woolen manufactures bales	262	15, 470
Total		985, 655
Specie		57, 930
Total		1, 043, 585

Return of exports and imports for the year 1896—Continued.

IMPORTS.

Articles.	Quantity.	Value.
Candles.....cwt.	2,955	\$19,875
Cement.....barrels	121	290
China and earthen ware.....cases	97	3,105
Cloth.....bales	33	5,030
Coffee.....cwt.	190	4,125
Confectionery and biscuits.....packages	532	10,770
Cotton manufactures.....bales and cases	1,064	297,510
Deals.....dozen	194	3,120
Drugs, oils, paints, and dyes.....packages	1,155	12,875
Glassware.....cases	355	8,285
Hardware.....packages	2,081	22,610
Iron and ironware.....cwt.	4,955	6,865
Matches.....cases	219	5,475
Paper.....bales	861	4,080
Petroleum.....boxes and barrels	1,057	1,995
Provisions and canned goods.....packages	748	7,125
Rice.....cwt.	108	1,045
Sacks and sacking.....bales	501	16,595
Silk manufactures.....cases	15	1,345
Spices.....bags and seroons	522	5,380
Steel.....cwt.	50	175
Sugar, refined.....do.	67,951	313,930
Sundries.....		22,345
Tea.....half chests	5,655	84,840
Tiles, bricks, and gypsum.....		1,915
Tin plates.....boxes	305	1,025
Wines and spirits.....barrels and cases	1,133	10,240
Woolen manufactures.....bales	87	7,830
Total.....		879,610
Specie.....		4,900
Total.....		884,710

Export duties on articles from port of Casablanca.

Articles.	Duty.
	¹ Reals.
Maise, dari, beans, lentils, and garbanzos (peas).....per heaped fanega..	10
Dates.....per cwt or quintal..	20
Almonds.....do.	15
Origanum.....do.	4
Cumin seed.....do.	8
Olive oil.....do.	25
Gum.....do.	8
Henna.....do.	6
Refined beeswax.....do.	70½
Unrefined beeswax.....do.	50
Rice.....do.	9½
Washed wool.....do.	40
Greasy wool.....do.	27½
Hides, sheepskins, and goatskins.....do.	18
Dyed leather.....do.	50
Tallow.....do.	25
Fullers earth.....do.	7½
Caraway seed.....do.	10
Goats' hair.....do.	15
Raisins.....do.	10
Tacant (native dyestuff).....do.	10
Tanned skins.....do.	18
Hemp and flax string.....do.	20
White wax.....do.	60
Cork.....do.	6
Bark for tanning.....do.	6
Iron ore.....do.	2
Guita (flax and hemp).....do.	16
Aniseed.....do.	10
Cheese.....do.	20
Horf seed.....do.	10
Fasukh (native perfume).....do.	10
Fenugreek seed.....do.	5
Carmin (kermes dyestuff).....do.	10
Linaza (linseed).....do.	5

¹ One real, Spanish, is equivalent to 5 cents, United States money.

Export duties on articles from port of Casablanca—Continued.

Articles.	Duty.
	¹ <i>Reals.</i>
Orchella weed.....per cwt. or quintal..	10
Skin cuttings for making glue.....do.	4
Pears.....do.	10
Old rags.....do.	5
Rose leaves.....do.	10
Sanuach (native dyestuff).....do.	8
Sesame seed.....do.	10
Esparto grass.....do.	2
Skins for sausages.....do.	10
Walnuts.....do.	8
Sarguina (native dyestuff).....do.	5
Salt fish.....do.	20
Antimony.....do.	5
Oranges and lemons (sweet and sour).....per 1,000..	4
Fowls.....per dozen..	10
Eggs.....per 1,000..	25
Horns.....do.	8
Porcupine quills.....do.	2
Copper ore.....per cwt. or quintal..	5
Arar wood (native timber):	
Large planks.....each..	6
Small planks.....do.	5
Baskets (palm leaf).....per 100..	10
Wooden combs.....do.	2
Woolen scarfs.....do.	50
Goat-hair rope.....do.	10
Ostrich feathers.....per pound..	18
String made of palm leaf.....per 100 bundles..	8
Hares and rabbits.....each..	1
Partridges.....do.	1
Tortoises.....per 50 kilos..	2½
Brooms (palm leaf).....do.	1½
Palmetto fiber.....do.	2½
Millet seed.....per fanega..	10
Woolen cloaks.....	5 p. ct. ad. val.
Woolen saddle cloths.....	5 p. ct. ad. val.
Haiks (Moorish cloaks).....	5 p. ct. ad. val.
Jeelabias (Moorish cloaks).....	5 p. ct. ad. val.
Sieves.....	5 p. ct. ad. val.
Iron stirrups.....	8 p. ct. ad. val.
Slippers.....	5 p. ct. ad. val.
Woolen yarn.....	8 p. ct. ad. val.
Woolen drawers.....	8 p. ct. ad. val.
Straw mats.....	8 p. ct. ad. val.
Palmetto matting.....	5 p. ct. ad. val.
Brass trays.....	8 p. ct. ad. val.
Wheat ²	
Barley ²	
Flour.....per cwt. or quintal..	² 30 ozs.
Mules ²	
Asses ²	
Sheep ²	
Goats ²	

¹ One real, Spanish, is equivalent to 5 cents, United States money.² All prohibited from exportation by Sultan.³ One ounce equivalent to four-fifths of an American cent.

The rate at other ports is the same. Import duties are 10 per cent at all ports, excepting on silk, which is 5 per cent.

Transportation facilities from the port of Casablanca, Morocco, 1897.

Forwood's Line of steamers, English, sails from London every 10 days in summer, touch at the Morocco coast, and proceed to the Canary Islands, thence return to London direct. In winter time, these boats leave London every 21 days; after touching at all the coast ports as far as Mogador, they return along the coast, thence to London. This winter service does not call at the Canary Islands.

Subsidized line of steamers, Spanish, sails from Cadiz once a month along the Morocco coast and back.

Haynes Line of steamers, Spanish, sails from Gibraltar along the coast, but there is no regular service or fixed sailing date.

Woerman Line,* German, sails once a month from Hamburg, sometimes calling at Antwerp. These steamers, after calling at the Morocco coast ports, proceed to the

* Touch also at Rabat, Larache, Mazagan, Safi, and Magador.

Canary Islands, and from thence they go south to the west coast of Africa ports. Two boats per month call here on the return voyage.

Oldenburg Line.* (See Tangier.)

Company Paquet.* (See Tangier).

Port regulations at Casablanca.

CHARGES.

Vessels of 21 to 40 tons	\$0.25
From 41 to 60 tons .....	.50
From 61 to 80 tons .....	.75
From 81 to 100 tons	1.00
From 101 to 120 tons	1.25
From 121 to 150 tons	1.87
151 tons and upward	2.50
Boat fee .....	.50
Bill of health	1.00
Medical fee, if necessary	5.00

Bill of health for British ports, 10 shillings (\$2.43); French ports, 12 francs (\$2.31). Spanish ports: For vessel of 150 tons, 7.50 pesetas (\$1.44), and one-tenth of a peseta (\$0.19) for every additional ton. Bill of health for Portuguese ports: For vessel of 150 tons, 6 pesetas (\$1.15), and one-tenth of a peseta for every additional ton.

ANCHORAGE DUES.

Vessels of from 20 to 50 tons	\$1.00
From 51 to 100 tons	2.00
From 101 to 150 tons	3.00
From 150 tons and upward	4.00
Fee to captain of the port for each vessel .....	.40
Harbor light fee for each vessel .....	.50
Pilotage (not compulsory)	5.00

Lighterage: For Manchester bale goods, for each bale, \$1. For other goods, for each quintal, three-fourths of a real (3.7 cents).

There are no facilities at this port for repairing vessels or for coaling. Other ports have practically the same regulations as above.

Freight rates between different countries and the port of Casablanca, Morocco, 1897.

Between Hamburg and Casablanca: Woerman Line, freight on heavy goods, 15 shillings (\$3.64) per ton; on light goods, 30 shillings (\$7.29) per ton.

Between London and Casablanca: Freight on heavy goods, 30 shillings (\$7.29) per ton weight; on light goods, 20 to 40 shillings (\$4.86 to \$9.72) per ton measurement.

Between Marseilles and Casablanca: Freight on heavy goods, 2 francs per 100 kilos (\$0.38 per 220.46 pounds); on light goods, 25 francs per cubic meter (\$4.82 per 1.31 cubic yards).

Between Cadiz and Casablanca, 27 francs (\$5.21) per ton.

Between Gibraltar and Casablanca, per Haynes Line: No fixed rate, but an average of 15 francs per 1,000 kilograms (\$2.89 per 2,204 pounds).

NOTE.—About the same rates apply to all Morocco ports.

Return of foreign shipping at the port of Casablanca from January 1 to June 30, 1897.

ENTERED.

Nationality.	With cargo.			In ballast.			Total.		
	Number of vessels.	Tons.	Number of crew.	Number of vessels.	Tons.	Number of crew.	Number of vessels.	Tons.	Number of crew.
British	11	8,318	273	6	3,933	129	17	12,251	402
Danish	1	127	6				1	127	6
French	20	14,532	550	8	4,844	200	28	19,376	750
German	15	12,823	341	15	15,375	431	30	28,198	772
Portuguese	1	128	7	1	151	8	2	279	15
Spanish	15	8,161	334	13	5,719	254	28	13,886	588
Total	63	44,095	1,511	43	30,022	1,022	106	74,117	2,533

* Touch also at Rabat, Lاراiche, Mazagan, Saffi, and Mogador

Return of foreign shipping at the port of Casablanca, from January 1 to June 30, 1897—Continued.

CLEARED.

Nationality.	With cargo.			In ballast.			Total.		
	Number of vessels.	Tons.	Number of crew.	Number of vessels.	Tons.	Number of crew.	Number of vessels.	Tons.	Number of crew.
British.....	16	11,362	375	1	889	27	17	12,251	402
Danish.....	1	127	6				1	127	6
French.....	22	14,862	580	5	3,725	139	27	18,587	719
German.....	23	22,211	598	6	4,885	143	29	27,096	741
Portuguese.....	1	128	7	1	151	8	2	279	15
Spanish.....	19	10,573	430	7	2,855	133	26	13,428	563
Total.....	82	59,263	1,996	20	12,505	450	102	71,768	2,446

NOTE.—About the same tonnage entered and cleared at Mazagan, Saffi, and Mogador

SAFFI.

Return of imports during the year 1896.

Articles.	Quantity.	Value.	Origin.
Candles.....cwt..	1,216	\$9,120	Great Britain.
Coffee.....do..	185	4,160	Germany.
Cotton goods.....bales..	600	75,000	Great Britain
Deals.....planks..	5,278	6,600	Sweden.
Iron, bar.....tons..	196	9,800	Do.
Iron, old scrap.....do..	234	9,200	Great Britain.
Hardware.....cans..	133	3,325	Do.
Spices.....cwt..	861	3,610	France, Germany.
Wines and spirits.....barrels..	330	3,300	Germany.
Sugar, refined.....cwt..	45,713	228,560	Belgium, and a little from France.
Tea.....pounds..	97,150	28,375	Great Britain.
Other articles.....		27,600	Germany and France.
Total.....		408,650	

Return of exports during the year 1896.

Articles.	Quantity.	Value.	Destination.
Almonds.....cwt..	779	\$7,790	Great Britain and Germany.
Beans.....quarters..	38,072	190,360	Great Britain.
Beeswax.....cwt..	309	9,290	France and Germany.
Canary seed.....do..	5,602	14,005	Great Britain and Germany.
Cumin seed.....do..	1,281	8,005	Do.
Goatskins.....do..	1,974	39,940	Germany, France, and the United States.
Gum.....do..	2,349	23,490	Great Britain and Germany.
Maize.....quarters..	1,500	6,550	Portugal.
Pease.....do..	580	5,000	Spain.
Sheepskins.....cwt..	3,372	25,290	Germany.
Wool, washed.....do..	5,177	77,655	Great Britain.
Wool, greasy.....do..	3,099	30,990	Germany.
Hides.....do..	884	8,840	Do.
Other articles.....		15,375	
Total.....		462,580	

TETUAN.

Return of imports during the year 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Brass and copper.....cwt..	39	\$735	Hardware.....packages	111	\$1,770
Candles.....do.....	509	3,360	Iron.....cwt.	2,852	2,290
Cloth, manufactured, bales and cases.....	73	14,460	Petroleum.....cases	4,408	5,685
Coffee.....cwt.....		4,040	Rice.....cwt.	424	1,150
Cotton, manufactured, bales and cases.....	501	59,440	Saltpeter.....do.	380	2,470
Cotton, raw and thread, bales and cases.....	10	500	Salt (common).....tons	325	1,625
Crockery and glassware, packages.....	184	2,160	Silk.....bales and cases	39	17,000
Drugs.....		2,045	Spices.....packages	109	1,225
Flour.....bags.....	22,172	54,850	Steel.....cwt.	270	850
Fruits.....		720	Sugar.....do.	5,192	20,765
Furniture.....		1,540	Tea.....half chests	373	5,595
			Wool.....do.	415	5,150
			Sundries.....packages		10,180
			Total.....		219,505

Return of exports for the year 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Almonds.....cwt..	170	\$1,720	Raisins.....cwt..	140	\$280
Baskets, empty.....pieces	2,100	50	Slippers.....pairs	5,700	2,135
Bones.....tons.....	135	720	Wax.....cwt.	120	3,900
Eggs.....thousands	2,667	20,000	Sundries.....		3,900
Linseed.....cwt.....	2,000	4,500			
Oranges.....thousands	491	1,470	Total.....		27,875

MAZAGAN.

Returns of imports for the year 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Alcohol.....casks.....	248	\$4,005	Rice.....cwt.....	1,441	\$3,845
Beer.....cases.....	193	855	Spices.....do.....	655	4,905
Candles.....cwt.....	383	1,965	Silk, raw.....do.....	655	8,185
Coffee.....do.....	273	5,365	Silk goods.....do.....	115	21,535
Confectionery.....cases	275	3,300	Paper, wrapping.....cases	36	5,400
Cotton, raw.....bales.....	91	2,045	Sugar, loaf.....cwt.	36,305	181,940
Cotton goods.....do.....	1,137	424,725	Sugar.....do.....	60	220
Woolen goods.....packages	144	32,400	Steel.....boxes.....	842	1,280
Deal.....dozens.....	104	1,115	Tea.....do.....	2,034	42,570
Glassware.....packages	222	4,875	Tin plate.....do.....	670	2,135
Gum.....cwt.....	100	900	Wine.....packages.....	181	1,200
Hardware.....packages	525	16,305	Wood-wool.....do.....	355	1,775
Iron bar.....cwt.....	1,029	2,570			
Pepper.....do.....	526	3,625	Total.....		778,440

Return of exports for the year 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Almonds.....cwt.....	3,019	\$24,130	Haiks.....packages	94	\$1,320
Amber.....do.....	418	4,160	Hides.....cwt.....	4,523	33,930
Beans.....quarters.....	23,845	119,200	Horns.....do.....	157	580
Canary seed.....cwt.....	23,198	56,398	Maize.....quarters	2,234	10,060
Bones.....do.....	4,013	2,115	Rose leaves.....cwt.	430	1,725
Coriander seed.....do.....	2,855	3,220	Sheepskins.....do.....	1,363	6,135
Cumin seed.....do.....	1,020	8,665	Spice.....do.....	1,963	394,510
Eggs.....packages.....	6,066	125,194	Sundries.....packages	156	590
Eupherlion.....cwt.....	840	1,045	Wax.....cwt.....	508	12,720
Fussack.....packages	72	1,440	Wool.....		
Fennugreek.....cwt.....	264	340	Greasy.....do.....	16,286	97,740
Garbanzas.....quarters	8,066	62,325	Washed.....do.....	1,682	18,660
Gastakins.....cwt.....	102	950			
Gum.....do.....	1,140	8,540	Total.....		998,202

Value of exports declared for the United States at the several consular offices in Morocco during the fiscal year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Már. 31.	June 30.	
CASABLANCA.					
Goatskins.....					\$3, 204. 09
Coriander seed.....					1, 099. 33
Fennugreek seed.....					322. 00
Total.....					4, 625. 42
MAZAGAN.					
Goatskins.....	\$426. 67				426. 67
MOGADOR.					
Goatskins.....	45, 867. 53	\$32, 657. 88	\$31, 550. 03	\$74, 362. 08	184, 437. 52
Sheepskins.....			657. 02	226. 38	883. 40
Total.....	45, 867. 53	32, 657. 88	32, 207. 05	74, 588. 46	185, 320. 92
TANGIER.					
Goatskins.....	48, 579. 53	40, 982. 88	57, 962. 54	81, 259. 92	228, 783. 77
Moorish curios.....	435. 70	231. 40		192. 00	859. 10
Sheepskins.....			575. 51	230. 05	787. 56
Total.....	49, 014. 23	41, 214. 28	58, 538. 05	81, 681. 97	230, 423. 43
RECAPITULATION.					
Casablanca.....					4, 625. 42
Mazagan.....	426. 67				426. 67
Mogador.....	45, 867. 53	32, 657. 88	32, 207. 05	74, 588. 46	185, 320. 92
Tangier.....	49, 014. 23	41, 214. 28	58, 538. 05	81, 681. 97	230, 423. 43
Total.....					420, 796. 44

CAPE SPARTEL.

I have the honor to transmit herewith, in duplicate, the annual report for 1897 of the secretary of Lloyd's on the working of the commercial station at Cape Spartel.

FRANK C. PARTRIDGE,
Consul-General.

TANGIER, February 19, 1898.

Nationality and number of vessels which have used the signal station for signaling purposes during the year.

Month.	Austrian.		British.		Danish—sail.	Dutch.		French.		German—steam.	Italian.		Moorish—steam.		Norwegian—sail.		Spanish.		Total.	
	Steam.	Sail.	Steam.	Sail.		Steam.	Sail.	Steam.	Sail.		Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
January.....		3	10					7		4	19	5	1		1		42		8	
February.....		1	4	1				6	1	1	6	1			2		19		5	
March.....	1	2	19					6	1	3	5	2			2		36		5	
April.....	1	1	6	1				9		2	2	4			1		27		3	
May.....			11					6		4	9	3	3		1		34		4	
June.....	1	1	7		1			5	1	8	7	1	1		1		31		4	
July.....			7	1				5		4	8	2			1		29		6	
August.....			10					4	1	4	6	1	1			2	24		4	
September.....			11					5	1	4	9	4	1				35		5	
October.....			5					2		1	6	2		1	2		16		3	
November.....		1	7			1	1	3		3	5	5	1	1	1		21		5	
December.....			14					5	1	3	2	2	1		1		26		3	
Total.....	3	9	111	3	1	1	1	68	8	46	84	32	8	2	14	6	335		62	

Number of vessels which passed within easy signaling distance during the year, but which did not signal.

Month.	Steam- ers.	Sailing vessels.
January	48	15
February	35	20
March	56	14
April	44	21
May	51	14
June	43	23
July	35	6
August	57	6
September	38	25
October	38	16
November	41	18
December	38	18
Total	524	196

NOTE.—This return does not include any vessels which have signaled, nor does it include any small craft.

Number of vessels which passed during the year so close as to enable their names to be read with the aid of a telescope.

Month.	Steam- ers.	Sailing vessels.
January	41	4
February	83	4
March	39	1
April	34	2
May	39	2
June	83	1
July	24	.....
August	27	.....
September	28	4
October	26	3
November	83	2
December	31	4
Total	391	27

NOTE.—These numbers do not include those vessels shown in the returns as having signaled. They are, however, included in the return of vessels passing within signaling distance.

Number of telephonic messages dispatched from and received at the signal station during the year.

Month.	Sent to ministers and con- suls.	Received.		Sent to—			Total sent and received.
		Local.	Other ports, etc.	Local agents in Tangier.	Owners, etc., at other ports.	Lloyd's, London.	
January .....	.....	.....	2	8	9	24	43
February .....	.....	1	1	6	9	19	36
March .....	.....	5	.....	18	4	24	51
April .....	.....	4	.....	14	11	23	52
May .....	.....	7	1	10	8	20	52
June .....	.....	6	2	21	17	19	65
July .....	.....	6	2	12	9	18	47
August .....	.....	2	2	10	9	16	39
September	4	4	3	16	15	22	64
October	1	6	1	12	7	17	44
November	1	.....	3	6	7	23	40
December	2	4	5	12	11	20	54
Total	8	45	22	151	116	245	587

ST. HELENA.*

It is impossible to get a correct report of the description required in this circular until the end of the year, when the Blue Book is prepared.

I have made inquiries at the customs and was informed that there had been a slight increase of imports during the past nine months, and that exports showed a slight decrease.

The colonial government has imported, by the American brig *L. F. Munson*, from New Orleans, 150,000 feet of cypress lumber, which has taken the place of teak wood for building purposes on this island. It has been found to be impregnable to the white ant and does not cost half as much. It is easier to work and makes a finer finish than teak on the inside work of houses. It is also used for furniture.

Thomas Deason, of Longwood, imported, via England, by the last steamer, a large reaping machine of Walter A. Wood's (Hoosick, N. Y.) make, and he informed me that he had imported three of their agricultural machines at different times. Unfortunately, we have no direct communication with the United States at present. When we had it, the farmers used to import their agricultural implements, oil cake, cotton-seed meal, and carpenters' tools direct from the United States.

There have been no new industries started on this island or changes in the laws relating to commerce or foreigners doing business on the island or port regulations since my last report. The exchange remains at \$5 per pound sterling on the United States; on England, the government sells a limited amount of drafts, charging 1 per cent.

The means of transportation is via England, by monthly mail steamers. No commercial travelers visit this island. There is no restriction placed on them should they come. The inhabitants of this island like the American textiles better than those of other nations, if they can get them. American carpenters' tools, lamps and fixtures, are also preferred. The colonial government, in addition to the cypress lumber, imported 400 cases of kerosene oil; and all the kerosene imported here is the product of the United States. All salt provisions, lard, and most of the canned goods are also the product of the United States, imported indirectly.

No passport is required here. There are no discriminating laws which affect American vessels, and no additions to tariff rates which affect the United States, or changes in patent, copyright, and trade-mark laws since my last report.

St. Helena was admitted into the Postal Union October 1, 1896. There is no law referring to the marking of goods in this colony.

JAMES B. COFFIN, *Consul*.

ST. HELENA, *October 5, 1897.*

PORT REGULATIONS.

1. Port and pratique fees were abolished on March 1, 1882; but vessels bringing cargo to or receiving cargo from the island pay 1 shilling per ton on such cargo, and these are the only vessels that are now required to report at the custom-house.

2. Masters of vessels bringing cargo shall deliver at the custom-house a manifest and cockets of all goods shipped for St. Helena, and exhibit the register, with a list of the passengers, before bulk be broken, under a penalty of £100. Mail steamers arriving out of customs hours may "report inwards" to the harbor master on board.

3. Bumboatmen, duly licensed, may board a vessel that does not anchor, upon satis-

* In reply to circular of August 10, 1897.

flying themselves that the vessel is free from disease. They may also bring captains and others to the landing place, where they must obtain pratique previous to landing, steamers, coolie and emigrant ships or vessels from Africa and any other from time to time prohibited port excepted.

4. The person in charge of any boat bringing anyone from a passing ship which has not been boarded by the harbor master, shall fly a yellow flag in the bow of such boat until pratique has been given to her.

5. Any vessel having a yellow flag flying at the fore is declared to be under quarantine.

6. No person may leave a ship at anchor before pratique has been given.

7. Every person being on board, or having been on board, any vessel to which pratique is refused, shall remain on board the same, or go to such place as shall be appointed by the governor, and for such time as he may direct.

8. All vessels placed in quarantine shall be moored to the westward of the harbor, under the direction of the harbor master. The quarantine fee to be paid by vessels for guard and boat is 10 shillings (\$2.43) a day, and 20 shillings (\$4.86) a night, or part thereof.

9. Ships in quarantine may take in and land passengers, cargo, stores, and water, subject to such conditions and instructions as may be imposed by the colonial surgeon.

10. No vessel that shall anchor may be boarded by any person before the harbor master.

11. No boat shall remain alongside any crane, landing, watering place, or ship's gangway longer than is absolutely necessary for loading, unloading, watering, landing or embarking passengers, and boats loading or unloading at any landing place are to keep at a sufficient distance to allow other boats to approach for the purpose of landing or taking off passengers.

12. No gunpowder shall be landed until after four hours' notice has been given to the commanding officer of Royal Artillery and to the harbor master, in writing.

13. No person or cargo shall be landed from any vessel (Her Majesty's ships excepted) at any other place than Jamestown, without permission from the harbor master.

14. The penalty for landing a stowaway without permission is £50.

15. Vessels intending to remain in the roadstead beyond forty-eight hours shall anchor to the westward of the harbor.

16. Vessels lying in the harbor must hoist the national ensign on the approach of any ship of war.

17. All vessels at anchor shall exhibit between sunset and sunrise a riding light, to be hoisted at a height not exceeding 20 feet above the hull.

18. Masters are cautioned against transshipping of goods without permission. Penalty, £100.

19. No fish shall be landed at the lower stairs, nor any offal left on any wharf or near any landing place; no carcasses or portion thereof shall be thrown into the harbor, or within 1 mile distance from the shore, and no ballast can be thrown overboard in the harbor without permission being first obtained.

20. The town gates are closed between 9.30 p. m. and 5 a. m.

In a previous report, dated June 15, 1897, Consul Coffin says:

There have been no direct importations from the United States, but indirectly the products of the United States have been imported from England and Cape Town, South Africa, and show a slight increase, except lumber, which can not be imported on steamships owing to the exceeding high freight (\$12.16 and 10 per cent primeage per ton on all merchandise imported from England, and \$6.25 per ton from Cape Town, South Africa, with 10 per cent primeage) and the delay of steamers here, which practically shuts out lumber. Formerly, with direct communication, the United States supplied this market.

The imports from England consist of beef, butter, flour, canned corned meats, corned tongue, California fruits, and United States lard and pork. Imports from Cape Town, South Africa, consist of United States kerosene. Australia supplies most of the flour used here, the last importation costing, landed here, \$8 per 200-pound sack.

Only three whalers have touched here during the year, and the South Atlantic fleet of whalers, which used to recruit here semiannually, disbursing some \$50,000 a year, is missed very much, as the money went to small farmers and the poorer class of people, and was in circulation

some three months or more before it was finally exported by the merchants, besides giving employment to over 100 of the young men of the island.

The garrison is to be increased to 700 by the addition of 500 West Indian colored troops to the present force of 200 white soldiers on the island. The Imperial Government has appropriated the sum of \$122,063.50 to build barracks for them, as there is no accommodation at present. It is hoped that the arrival of these troops will put more money in circulation and improve business and stop any further decline, and that an era of prosperity will now open to the inhabitants of the island.

The crop has been the heaviest ever known.

Imports at St. Helena for the year ending December 31, 1896.

Articles.	Quantity.	Value entered.	Whence imported.
FREE GOODS.			
Animals:			
Horses	1	\$243.30	United Kingdom.
Do	3	389.30	Cape Town.
Oxen	1	72.98	United Kingdom.
Sheep	150	729.97	Cape Town.
Do	18	73.00	Australia.
Beef and pork	202	3,455.21	United Kingdom.
Do	6	38.92	Australia.
Do	62	618.04	East Indies.
Butter	99	3,260.55	United Kingdom.
Do	1	14.59	Australia.
Boats	3	900.30	United Kingdom.
Do	2	1,167.98	Mauritius.
Cement and lime	3	68.12	United Kingdom.
Chemicals, etc	52	890.56	Do.
Coal	1,540	4,136.62	Do.
Drapery, dry goods, etc.	398	18,517.03	Do.
Karthen and glass ware	124	1,961.79	Do.
Flour	40	248.19	Do.
Do	1,778	9,803.32	Australia.
Do	760	4,720.50	Mauritius.
Grain, seedcake, etc	644	2,896.36	United Kingdom.
Do	566	1,656.32	Cape Town.
Do	731	3,848.15	Australia.
Hay	30	729.97	United Kingdom.
Hardware	365	3,537.94	Do.
Leather, etc	31	2,816.45	Do.
Do	2	194.66	Australia.
Marine stores	56	1,017.09	United Kingdom.
Margarine	19	554.78	Do.
Machinery	26	540.18	Do.
Musical instruments	5	481.78	Do.
Paraffin oil	300	700.77	Cape Town.
Onions	345	691.04	United Kingdom.
Do	18	29.19	Cape Town.
Do	2	9.78	Australia.
Potatoes	67	155.72	United Kingdom.
Oilman's stores	1,911	23,651.19	Do.
Do	260	1,649.74	Australia.
Rice	332	1,167.96	United Kingdom.
Do	2,227	8,453.11	Mauritius.
Stationery	23	681.17	United Kingdom.
Sugar	290	2,185.05	Do.
Do	1,110	7,562.54	Mauritius.
Sundries	115	632.64	East Indies.
Tea	142	2,170.45	United Kingdom.
Do	36	175.19	East Indies.
Timber	100	58.39	United Kingdom.
DUTIABLE IMPORTS.			
Spirits	2,190	3,727.73	United Kingdom.
Do	2,161	3,163.22	Do.
Do	4,162	3,065.89	Cape Town.
Do	589	856.50	Australia.
Beer	402	9,856.27	United Kingdom.
Do	863	1,703.27	Do.
Cigars	1,329	2,043.93	Do.
Tobacco	6,021	2,908.56	Do.
Do	350	291.99	East Indies.
Total		146,006.51	

Imports at St. Helena for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value entered.	Whence imported.
IMPERIAL GOVERNMENT IMPORTS.			
Cement.....barrels..	544	\$506. 11	United Kingdom. Cape Town. Do. United Kingdom and United States.
Flour.....sacks..	414	3, 022. 09	
Grain.....do..	359	2, 418. 65	
Meat, preserved.....	186	851. 63	
Total.....		6, 798. 48	
COLONIAL GOVERNMENT IMPORTS.			
Stores.....	1, 302	2, 968. 83	United Kingdom.
Total value of imports.....		155, 763. 82	

Exports from St. Helena for the year ending December 31, 1896.

Description.	Quantity.	Value, including costs and charges.	Whither exported.
Casks (old and empty).....	108	\$97. 33	Cape Town. United Kingdom.
Old metal.....	10	92. 46	
Specie.....	12	19, 431. 82	Do. Cape Town.
Potatoes.....bags..	680	2, 180. 19	
Do.....do..	160	384. 45	Ascension.
Donkeys.....	120	875. 97	Cape Town.
Total.....		23, 062. 83	

SENEGAL.

*Imports into Goreè-Dakar from the United States for the year 1897.**

Articles.	Imports.	
	Amount.	Value.
Leaf tobacco.....pounds..	482, 716	\$41, 816
Ice.....tons..	500	1, 500
Sawdust.....bags..	300	120
Lard.....pounds..	3, 400	264
Tallow.....do..	1, 600	80
Hams.....do..	112	15
Canned goods.....boxes..	131	439
Cotton duck.....yards..	3, 505	575
Flour.....barrels..	500	2, 714
Cotton-seed oil.....gallons..	19, 513	5, 268
Bread and biscuits.....packages..	107	212
Petroleum.....gallons..	25, 800	2, 300
Furniture.....		379
Medicines.....cases..	7	100
Lumber.....feet..	85, 720	1, 826
Clocks.....	67	119
Lamps and fixtures.....		322
Oars.....feet..	974	60
Cotton cards.....cases..	400	2, 400
Tins.....		1, 080
Havana cigars.....	5, 300	265
Shingles.....	140, 000	228
Miscellaneous (small articles, trunks, rubber goods, etc.).....		192
Total.....		62, 264

* Transmitted by Consul Strickland.

SIERRA LEONE.

I have the honor to forward my report for the fiscal year ending June 30, 1897, on the commercial relations between the United States and Sierra Leone, and local government statistics for the calendar year ended December 31, 1896.

The number of arrivals of American vessels between July 1, 1896, and June 30, 1897, was 9 (sailing), with an aggregate tonnage of 4,378.

The total direct imports into Sierra Leone from the United States represent the sum of \$230,000, chiefly composed of the following articles: 3,735 packages leaf tobacco, 10,480 barrels flour, 21,450 cases and barrels kerosene, and 1,130,600 feet white and yellow pine. These figures might be supplemented some 20 per cent by the items of tobacco and flour imported via France, Germany, and England, and 10 per cent in kerosene imported via the Canary Islands. To all these, must be added such items as salted and canned provisions, hardware, organs, clocks, ash oars, spars, sewing machines, a few bicycles, Florida water, rum, patent medicines, lard, cotton cards, furniture, and many small domestic goods. Cottons were imported to the value of \$33,000.

The total exports from Sierra Leone to the United States, mostly via Liverpool, represent the sum of \$25,652.09, and consist of 25,384 bullock hides, 230 bags dried ginger, 70 baskets kola nuts, and 19 bags coffee. The volume of trade for the fiscal year amounted to \$255,652.09.

TARIFF.

The specific customs import duties are as follows: Salt, 8s. (\$1.94) per ton of 2,240 pounds; sugar, refined, 7s. 6d. (\$1.82) per 112 pounds, unrefined, 2s. 6d. (\$0.60) per 112 pounds; lumber, per 1,000 feet, 8s. (\$1.94); hard bread in barrels, every 50 pounds, 3d.* (6 cents); flour in barrels, every 50 pounds, 3d.* (6 cents); spirits, all classes, per imperial gallon, 3s. (\$0.72); wines, all classes (claret, 1 s. (24 cents), white wine 1s. 6d. (36 cents), 2s. (\$0.48); hardware, including iron and steel, either as machinery or unmanufactured, 3s. per 112 pounds; slates or bricks per 1,000, 8s. (\$1.94). All other goods not enumerated above pay 10 per cent ad valorem duty, irrespective of origin of raw material or where same is manufactured.

No other changes have been made in the customs tariff, nor any change in harbor or light dues, or pilot regulations, since my last report.

The total declared value of imports into the colony from all sources for the calendar year ended December 31 was £494,688 (\$2,407,498), and exports, same period, £449,033 (\$2,385,281), showing a volume of trade for the year 1896 of nearly £1,000,000. The exports consisted chiefly of rubber, palm oil, palm kernels, kola nuts, gum, ginger, and hides. The total tonnage of all vessels, including coasters, which entered the port in 1896 was 538,630, divided as follows: 391 steamers of 526,933 tons, and 384 sailing ships of 11,697 tons. The rainfall for 1896 was 176 inches, and the death rate (of those registered), per 1,000, 22.

On the whole, I think I may safely venture to predict that the outlook for United States goods is favorable. Certainly, the items of flour, tobacco, kerosene, and lumber are annually increasing in volume, and as

* Formerly ad valorem 7½ per cent, and at one time abolition was contemplated.

the railway develops the resources of the vast interior, we may reasonably look forward to larger demands for these and many other items, in regard to which our home manufacturers are in a position to compete successfully with their foreign rivals.

ROB. P. POOLEY, *Consul*.

SIERRA LEONE, *June 30, 1897.*

Trade of Sierra Leone with the United States during the year ended June 30, 1897.

IMPORTS.

Articles.	Quantities	Value.
Leaf tobacco	packages.....	3, 735
Flour.....	barrels.....	10, 480
Kerosene.....	cases.....	24, 450
Lumber.....	feet.....	1, 130, 600
		\$230, 000

EXPORTS.

Hides.....	number.....	25, 384
Kola nuts.....	baskets.....	70
Coffee.....	bags.....	19
Ginger.....	do.....	230
		\$25, 652

TUNIS.

In answer to circular of August 10, 1897, Vice-Consul Chapelle sends from Tunis, under date of September 24, official documents issued by the protectorate government in regard to the trade for 1896. It appears from these statistics that the total imports into Tunis in 1896 amounted to the value of 46,441,548 francs (\$8,933,797), an increase of 2,358,603 francs (\$455,310) over the imports in 1895. The exports amounted to 34,507,532 francs (\$6,659,953), a decrease of 6,739,355 francs (\$1,300,695) as compared with 1895. The trade, according to the principal countries (the values being given in round numbers in United States currency), was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
France.....	\$5, 000, 000	\$4, 000, 000	Turkey.....	\$75, 500	\$3, 700
Algeria.....	300, 000	1, 000, 000	Sweden and Norway.....	110, 000	500
England.....	760, 000	300, 000	Russia.....	400, 000	25
Austria.....	300, 000	37, 000	Tripoli.....	143, 000	150, 000
Belgium.....	310, 000	60, 000	Greece.....	16, 000	58, 000
Italy.....	1, 000, 000	750, 000	Egypt.....	36, 000	105, 000
Malta.....	490, 000	250, 000	America.....	35, 000	1, 000
Spain.....	75, 000	285			

The countries from which there was an increase of imports during 1896 were France, Austria, Italy, Spain, America, Greece, Turkey, and Russia. The imports from England and Malta decreased. The increase in imports from America amounted to \$9,000. The chief articles of import from the United States are petroleum, lumber, and lard.

The countries to which there was a decreased export were France, Austria, Belgium, Italy, Spain, Turkey, and the United States. The

exports to Greece and Tripoli increased. Less than one-fifth of the value sent to the United States in 1895 was exported in 1896.

The vice-consul says that there have been no tariff changes, the Anglo-Tunisian treaty being still unfinished. The old tariff is consequently still in force with all foreign powers who have treaties of commerce with Tunis. The maximum tariff is beginning to be applied to countries having no commercial treaties with Tunis—Brazil, for instance.

ZANZIBAR.

Value of the exports declared for the United States at Zanzibar during the four quarters of the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Chilies	\$4,440.48	.....	.....	\$5,953.89	\$10,394.37
Cloves .....	.....	\$7,011.55	\$10,388.20	32,721.75	50,121.50
Clove stems .....	.....	5,857.30	1,736.87	1,969.84	9,564.01
Copal .....	.....	716.48	.....	.....	716.48
Goatskins	1,526.04	1,943.40	3,465.35	5,404.31	12,339.10
Gum aniline .....	.....	725.61	.....	.....	725.61
Hides .....	.....	2,665.97	.....	.....	2,665.97
Ivory (tusks)	15,278.88	52,923.45	27,344.97	49,383.56	144,930.86
Sails	1,565.95	.....	.....	.....	1,565.95
Tortoise shell	581.15	.....	.....	.....	581.15
Total	23,392.50	71,843.76	42,935.99	95,433.35	233,605.00

R. D. MOHUN, *Consul.*

ZANZIBAR, *June 30, 1897.*

AMERICA.

NORTH AMERICA.

DOMINION OF CANADA.

ONTARIO.

OTTAWA.*

Canada has been suffering from business depression, but during the last few months, a revival has set in.

It is well known that the energies of the public men of Canada are at present directed to the fostering of trade with England, on which it would seem that the system of preferential duties lately adopted, and the denunciation of the favored nation treaties by England, would have an apparent effect. From what can be gathered from various sources, however, the experiment has not, so far, been a decided success, as imports from England into Canada have fallen off.

An Englishman who lately visited Canada wrote an extended letter to one of the English papers, which was copied by the Canadian press, in which he appeared to be impressed with the resemblance of the Canadians to the Americans. In tastes, habits, appearance, and in fact on almost every point, he noted a striking similarity. In this, he was correct. It is fair to presume that these facts would have some influence with the business relations of the two countries.

Canada buys more from the United States than from any other country, and it would seem that the fact of the two countries bordering on each other, to say nothing of the close business relations, the rapidity of transportation, and the ease with which commerce can be carried on, would render it difficult for any country, even England, to disturb the relations that have so long existed, and which, to almost any observer, would seem to be natural.

The records of the Canadian customs department are, at the present time, in such shape that it is impossible to give any idea of the business between the two countries further than that which passed through the port of Ottawa.

The following table gives the imports from the United States for the fiscal year of 1896-97, compared with the imports for the fiscal year of 1895-96. Also the exports to the United States for the fiscal year of 1896-97.

Imports from the United States.

	Quarter ending—				Total.
	September 30.	December 31.	March 31.	June 30.	
1895-96	\$261, 006	\$287, 241	\$236, 835	\$300, 117	\$1, 085, 699
1896-97	330, 528	344, 258	256, 560	319, 440	1, 250, 786

* In response to circular of August 10, 1897.

Details as to some of chief imports.

	Quarter ending—				Total.
	September 30.	December 31.	March 31.	June 30.	
Bicycles.....	\$2,092	\$366	\$7,855	\$13,901	\$24,214
Boots and shoes.....	1,780	2,844	2,557	4,886	12,067
Cotton goods.....	2,776	3,897	6,818	5,215	18,706
Furniture.....	1,313	1,109	653	2,985	6,060

Exports to the United States, 1896-97.

	Quarter ending—				Total.
	September 30.	December 31.	March 31.	June 30.	
General exports.....	\$762,159	\$810,182	\$645,274	\$1,951,990	\$4,169,595
Lumber and products of the forests ¹	694,932	681,806	520,277	1,722,323	3,619,338

¹Included in item of "general exports."

The large increase in the business of the last quarter of 1897 should not be taken as an indication of a healthful growth of legitimate business. Lumber was rushed to the United States in large quantities to escape the payment of anticipated duties. A large amount of it was not sold but simply shipped across the line to be stored and await purchasers, so as to reap the benefits of the evasion of customs charges.

Ottawa being an almost exclusively retail market, and also being the seat of government, and consequently the home of a large number of government employees who spend their incomes here, its commerce can hardly be taken as an indication of business conditions at large.

The continual presence in Canada of commercial travelers from the United States keeps the merchants and manufacturers in almost as complete touch with the requirements, conditions, etc., of the Canadian market as those of the home market.

NEW RAILWAY.

A new line of railway from Ottawa to Cornwall, Ontario, with an international bridge across the St. Lawrence River at the latter point, affording direct communication with New York, is now in process of construction. The work is being pushed rapidly forward with a view to having the line in working order before winter sets in. This will shorten the distance between Ottawa and New York some 75 miles, and is expected to furnish a more direct means of communication between the lumber districts and eastern and southern New York and the Pennsylvania coal fields than now exists.

Various overland routes to the newly discovered gold fields of the far Northwest are being discussed, and plans for railway communication will no doubt be completed during the coming winter. As yet, nothing of a positive nature has materialized, though there is no doubt that speedy action will be taken to give that section direct means of contact with the outside world.

The projector of the proposed canal from the Georgian Bay to the St. Lawrence via the Ottawa River has, according to latest reports, succeeded in interesting English capitalists in his scheme, but whether it will result in the building of the canal remains to be seen. Should this canal be constructed, it would certainly be of immense value to Canada,

as it would make the distance from Chicago to Liverpool over 700 miles less than by the Erie Canal to New York, and would lessen the distance from other grain-shipping ports on the western lakes correspondingly, while it would add an element of safety to water transportation by cutting off several hundred miles of open lake navigation, which, it is expected, would result in a reduction of insurance rates.

FAST ATLANTIC SERVICE.

The old question of subsidizing a fast mail steamship line between a Canadian port and Liverpool has been persistently agitated of late, and a contract has been entered into with an English firm of shipowners to furnish and maintain the service. A bond of \$50,000 has recently been given by this firm to insure the carrying out of the contract, so the establishment of the line seems to be assured. New railway connections as feeders to this line are being discussed, and a determined effort will be made, it seems, to give the Dominion better means of direct intercourse with the mother country.*

The money standard of Canada is still based upon the English sovereign, but United States gold is legal tender. In connection with the currency, it is in order to state that the contract for printing the currency and postage stamps for the Dominion for the ensuing five years is now in the hands of an American company, who began the work July 1, last.

It is a matter of regret that no general figures as to the commerce of the Dominion at large could be obtained, but owing to changes that have recently been made in the Dominion departments the ordinary sources of information on such subjects are not, for the time being, available, and nothing of a definite or reliable nature can be obtained before January 1, next.

CHARLES E. TURNER,
Consul-General.

OTTAWA, October 13, 1897.

SUPPLEMENTARY REPORT.

Referring to my report of October 13 last, for the Bureau of Foreign Commerce, I have the honor to submit the following supplementary figures of the commerce of Canada, which I have just been able to obtain:

Imports for home consumption, 1896 and 1896.

Year.	Total imports.	Great Britain.	United States.	Other countries
1896.....	\$105,252,511	\$31,131,737	\$54,634,521	\$19,486,253
1896.....	110,587,480	32,979,742	58,574,024	19,033,714

* In a report dated October 27, 1897, Consul-General Turner gives additional details in regard to the fast Atlantic service. The line is to be established and operated by Messrs. Peterson, Tate & Co., of New-Castle-on-Tyne, England. The steamers are to be of 10,000 gross registered tons, to sail weekly, and to make the voyage at an average speed of 500 knots per day. The owners of the line are to receive an annual subsidy from the Canadian Government of £103,000 (\$501,250) and from the British Government of £51,500 (\$250,625). The contract for the construction of the steamers concerns only the owners. The contract for the operation of the line was entered into March 24, 1897, and stipulates that two steamers shall be ready for sailing before May 31, 1899, and the remaining two by May 1, 1900. The sailing port will be Halifax, Nova Scotia, or St. John, New Brunswick, in winter, and Quebec in summer.

Canada imported (for home consumption), in the years 1895 and 1896, 29.58 and 29.82 per cent, respectively, of the total imports from Great Britain, and 51.91 and 52.91 per cent, respectively, from the United States.

The following table shows the duties collected on the goods appearing in the above table:

Year.	Great Britain.	United States.	Other countries.	Total.
1895.....	\$7,006,677	\$6,897,395	\$3,983,197	\$17,887,269
1896.....	7,858,514	7,707,908	5,092,530	20,219,087

The imports of dutiable and free goods for the year 1896 are grouped as follows:

	Dutiable.	Free.
A.—Articles of food and animals.....	\$11,946,412	\$5,383,983
B.—Articles in a crude condition which enter into the various processes of domestic industries.....	4,161,473	18,693,352
C.—Articles wholly or partially manufactured for use as materials in the manufactures and mechanical arts.....	11,012,319	8,307,487
D.—Manufactured articles ready for consumption.....	31,490,836	5,314,574
E.—Articles of voluntary use, luxuries, etc.....	8,628,719	422,006

During the years 1895 and 1896, Canada exported goods as shown in the following table:

Year.	Total exports.	Great Britain.	United States.	Other countries.
1895.....	\$103,085,012	\$67,903,564	\$35,860,434	\$9,321,014
1896.....	109,915,337	62,718,941	37,965,928	9,200,468

Of the total amounts, 56.17 and 57.06 per cent, respectively, were exported to Great Britain, and 34.79 and 34.57 per cent, respectively, to the United States.

The following table shows the value of exports grouped under headings:

	Great Britain.		United States.		Other countries.	
	1895.	1896.	1895.	1896.	1895.	1896.
Products of the mine.....	\$388,407	\$175,512	\$6,270,247	\$7,436,205	\$322,896	\$444,330
Products of the fisheries...	4,143,994	4,462,002	3,025,171	3,301,671	3,523,082	3,314,092
Products of the forest.....	1,843,224	2,803,274	3,644,362	3,289,958	29,756	24,509
Animals and their products.	30,022,479	32,523,071	3,713,148	3,341,275	652,143	643,295
Agricultural products.....	10,414,380	9,551,316	3,710,022	3,232,798	1,594,726	1,299,252
Manufactures.....	11,076,889	13,182,798	11,870,206	12,820,937	3,197,281	3,478,197

During the first six months of the year 1897, Canada imported dutiable goods to the value of \$34,252,479, and free goods to the value of \$19,025,891, and collected in duties thereon \$10,191,199.

During the same period, she exported goods valued at \$54,015,475.

CHARLES E. TURNER,
Consul-General.

OTTAWA, November 23, 1897.

AMHERSTBURG.*

UNITED STATES TRADE.

I find, according to information received, that the imports from the United States to the port of Amherstburg for the year 1896 amounted to \$100,542. They consisted of coal, iron, iron tubing, small quantities of cotton goods, boots and shoes, biscuits, oatmeal, books and wall paper. The exports from this place for the year 1896 amounted to \$280,214, and consisted of animals, agricultural produce, coal, gravel, hoops, lumber, sand, staves, and stone.

INDUSTRIES.

This section of the country is so situated that there are but few factories. There are nine cheese factories in this district, manufacturing 1,165,000 pounds during the year 1896. The price averaged 8 cents per pound, and the total value amounted to \$932,000. All the cheese is purchased for the English market.

There is one woolen mill, situated in the town of Kingsville, 26 miles from this port, on the north shore of Lake Erie. Yarn, blankets, and Canadian tweeds were manufactured, amounting to \$25,000 for the year 1896. None of these goods are exported to the United States. All are sold to wholesale merchants in Toronto, London, Hamilton, Montreal, and Quebec.

There is one canning factory in this section, where small fruits, tomatoes, and corn are canned to the amount of \$6,000; none are exported to the United States. There are three small sawmills in this section that manufacture hard-wood lumber, principally for the United States market, and two small stave and hoop factories.

As to manufactured articles, such as textiles, boots and shoes, leather and furniture, all are manufactured in Canada. Sometimes, small quantities of these articles are imported from the United States. I find there is no discrimination of any kind against United States vessels; no extra tax or excise claimed from them in addition to the tariff rates of this country. There has been no change in copyright or trade-mark laws or postal rates, local or foreign. Nothing has transpired during the year 1896 to interfere with the local trade, so far as commercial travelers are concerned.

TRANSPORTATION.

So far as actual means of communication with the United States is concerned, the steamboat *Wyandotte*, owned in Detroit, leaves this port every morning (Sundays excepted) for Detroit, stopping at Wyandotte (about half way) and making the trip in about two hours.

The Michigan Central Railroad runs two trains daily (Sundays excepted) east and west, connecting with Windsor and Detroit. This port has communication with Windsor and Walkerville, opposite the city of Detroit, on the east side of the Detroit River. The steamboat *Imperial*, owned in Canada, leaves this port every morning (Sundays excepted) for Windsor. The *Imperial* also runs down the coast 40 miles to Pelee Island, in Lake Erie, and does quite a local trade between that island, Windsor, Walkerville, and this port.

* In response to circular of August 10, 1897.

IMPORTS AND EXPORTS.

The imports up to June 30, 1897, amounted to \$25,050; the exports from this port up to June 30, 1897, amounted to \$79,895. The imports and exports consisted of the same articles mentioned for the year 1896. Importation of coal has fallen off materially during this season, consequently the proportion of exports was lower, as coal is one of the principal articles of import and export.

Upon careful inquiry, I find that Canada is well supplied with all kinds of factories and machinery for manufacturing purposes, such as cottons, woollens, boots and shoes, bicycles, and all kinds of farming implements.

My consular district is purely an agricultural one, in fact one of the best in the Province of Ontario, as all kinds of cereals, such as wheat, barley, oats, and corn, are raised in abundance. All varieties of fruit are produced. I am credibly informed that this section of the country produces as good an article of tobacco as is grown in the United States, and it is considered a very profitable crop. One tobacco grower estimates his net profits at \$100 per acre.

JOHN PATTON, *Consul.*

AMHERSTBURG, *September 15, 1897.*

CHATHAM.

In pursuance to your printed instructions under date of August 10, 1897, I have the honor to submit the following report:

The influx of American corn into this part of Canada still continues and is rather increasing. Its freedom from duty will be one of the points urged against the present Government at the session of Parliament this winter, though as this is the only corn-growing section in Canada, it can hardly expect its protest to be effectual.

IMPORTS AND EXPORTS.

Detailed figures from customs statistics of imports into this port I have found it impossible to obtain. In fact, they would not cover them all, as many articles of United States manufacture sold here are entered at Toronto or Montreal.

The Canadian is a keen merchant, and the wave of imperialism sweeping over this country does not induce him to pay more to Great Britain than to another country for the same article. The prices and quality being equal, the Englishman would probably have the preference.

The exports from Canada are increasing at a rapid rate, and in some lines threaten the United States trade. The following statistics, issued by the customs department at Ottawa on the 23d instant, speak for themselves:

Exports.

	1896.	1897.
Products of the mines	\$2,537,122	\$3,644,759
Products of the fisheries	2,640,324	2,482,034
Products of the forest	12,447,895	13,808,559
Animals and their produce	11,326,233	15,441,857
Agricultural products	4,325,560	9,213,525
Manufactures	2,459,793	2,874,405
Miscellaneous articles	84,589	89,623
Totals	35,821,516	47,554,763

Increase for 1897, \$11,733,246.

The imports for the past three months were \$32,990,741, as compared with \$32,684,242 in 1896.

The duty collected for 1897 was \$5,127,700, as against \$5,210,789 in 1896.

The imports for the month of September were \$12,057,115, as compared with \$11,330,095 for 1896, an increase of \$727,020. The duty was \$1,910,175, as compared with \$1,810,301, an increase for the past month of \$99,874. The exports for the month were \$16,590,088, as against \$10,497,531, an increase of \$6,092,547.

Strenuous efforts will be made next month to impose an export duty on logs, and in the provincial parliament there will be waged a bitter contest to prevent their export altogether. There is a general feeling, irrespective of party, that if Americans are allowed to take their logs to the United States for manufacture, this right must be paid for by some tariff concessions. The Dominion Government has also been petitioned to forbid the export of natural gas, or at least to limit it and not give any new charters to exporting companies.

The "preferential trade" features of the new Canadian tariff have not accomplished much so far, though Americans should not forget their potentiality. At present, imports from Great Britain show some decrease, $7\frac{1}{2}$ per cent for the month of September.

BINDER TWINE.

Section 433. of the new tariff removed all duty from binder twine after January 1 next. Within a few days, the twine factory portion of the Toronto Central Prison was destroyed by fire and the twine manufacturers in this Province are now petitioning the local house not to rebuild it. In their petition, they show that about 2,000 operators are employed in this industry, and that it includes more than enough plants to supply all the needs of the Canadian trade; that competition with the United States will be very severe after the first of the year, and ought not to be further helped by prison-made twine; and that the surplus product of the United States manufacturers will doubtless be thrown on this market at a very low figure.

DAIRY PRODUCTS.

Dairymen throughout Canada are now registered by law, and the number of such registrations will soon reach 1,000. This gives each of them what is practically a trade-mark, and will enable him to fix the individual reputation he now holds generally in the English market. This trade is carefully fostered by the Government, and I have before called attention to the steady increase in the export of dairy products, every dollar of which means just so much less for the United States.

TOBACCO.

Tobacco culture is extending in this section of the Province. The price paid this year has run from 9 to 22 cents per pound, and growers are greatly encouraged by the abundance and quality of the crop. The amount realized averaged nearly \$200 per acre.

TRADE WITH THE UNITED STATES.

There is some clamor for a higher duty on low-grade United States bicycles, the present duty being 30 per cent. For the year ending June 30, 1896, there were imported from the United States 15,543 bicycles.

In the last fiscal year, this number was increased to 23,600, or 8,058 more than in the previous year. In proportion to the total number of wheels ridden in Canada, it is surprising how few are really of high-grade United States manufacture, while the cheap wheels seen everywhere bear the name plate of some American firm. The higher prices are usually paid only for English or Canadian wheels.

In this consular district, almost everything manufactured in the United States meets with a ready sale, and an American rarely asks for any article he buys at home without its being shown to him. Of course, he usually pays a higher price. The general belief in the United States that living in Canada costs only a song is a great mistake. Only rentals and articles produced by the soil can be had cheaper than in the United States, and then not always of as good quality.

The traveling American can rarely find United States beers or whiskies. The latter the average Canadian regards as a poisonous beverage of unpleasant flavor. His own whisky of first-rate quality he can buy for \$3.25 a gallon, and its taste is the one he is accustomed to. Its superior purity to American brands he regards as secured by Government supervision. On the other hand, he freely admits the greater palatableness of American lager, and undoubtedly much more of this product could be sold here if properly handled. Local brews are retailed at 75 cents per dozen pints, and the tariff duty of 24 cents per dozen pints, plus 30 per cent on the bottles, ought not to be prohibitory to a superior article selling at a somewhat higher price.

During the last two years, the export of beans to the United States from this peninsula of Ontario has gradually decreased until it is now practically nil. Even with a duty of only 20 per cent to face, its export decreased enormously and amounted to about half a million dollars. The acreage this year has been much less than heretofore, and only enough for Canadian consumption and the ordinary European and West Indian demand was cultivated. Canadians attribute this to the constantly increasing acreage in the United States, although they insist that they raise a better bean.

Exports of American boots and shoes are rather on the increase in this district, although the amount is still inconsiderable. They are always made on a better last and usually of superior leather.

Credits, exchange, and commercial customs are substantially the same as in the United States.

EDWIN F. BISHOP, *Consul*.

CHATHAM, *October 27, 1897.*

CLIFTON.*

LOCATION, RAILWAYS, ETC.

The consular district of Clifton embraces the territory lying between Chippawa and Port Dalhousie, bounded on the east and north by the Niagara River and Lake Ontario. Through this district, run the Grand Trunk Railroad, Michigan Central, and Wabash, and it is entered by the Erie Railway. The Niagara Falls Park and River Railway, operated by electric power (generated from the waters of the cataract on a similar though smaller system to that employed on the large tunnel on the American side), was opened for traffic in 1894, and has proved a formidable rival to the Gorge Road, lately built. The Niagara Falls

* In response to circular of August 10, 1897. 

Park and River Railway operates 14 miles of road, between Queenston and Slaters Point, on the Niagara River, connecting with Niagara River Navigation Company's boats at the former point, and with a line of Buffalo boats at the latter. The Niagara district is noted more as a fruit-growing section than for its manufacturing industries, although the latter feature is expanding rapidly.

CURRENCY AND RATES OF EXCHANGE.

In regard to currency changes and the rate of exchange, there has been no appreciable variation. The money values on both sides of the line, of silver and gold, are identical as affecting the interests of trade in the consular district of Clifton.

TOWNS, POPULATION, ETC.

The principal towns in this district and their populations are as follows: Niagara Falls, 4,500; St. Catharines, 10,000; Thorold, 3,500; Merriton, 2,000, and Niagara, 1,500.

The principal manufactures and industries comprise, at town of Niagara Falls, suspenders, all kinds of neckwear, steel chains, animal traps (steel), metal collars, tie chains, harness and saddlery, hardware, nickel plating (galvanizing and japanning being done), bicycle works, edged and harvest tools, wheel works, haircloth, rubber works, cement mills; basket, casket, and knitting factories; paper and pulp mills, cotton factory, fruit and vegetable canning, several planing mills, shipyards, dry dock, cut and dressed stone works, etc. Several wineries are in operation. There are numerous vineyards, and the price paid per ton for grapes is as low as \$6 and \$8.

IMPORTS.

The principal imports in this district are coal, sheet metal, nickel, coal oil, leather goods, the finer grades of tools, locks, rubber goods, electrical supplies, mechanical and scientific apparatus, cotton and woolen machinery, raw material in cotton, etc. Oranges, lemons, dates, bananas, nuts (peanuts), pineapples, etc., are largely imported. Oysters, clams, and lobsters are the chief imports in fish. In textile goods, such as carpets and the finer grades of woollens, the tendency seems to be to patronize European markets.

EXPORTS.

The principal exports from this port to the United States for the six months ending June, 1897, consisted of barley, ashes, lumber, shingles, staves, pulp, and sand (building). In stone (rubble and faced), a great quantity is being shipped from Queenston, to be used in the construction of the new breakwater at Buffalo Harbor. From this district, a considerable quantity of peaches has been shipped in carloads to Detroit, Cleveland, Buffalo, Syracuse, and other points, the chief reason for demand being low prices and liberal measure.

The total amount of exports from this port for year ending June 30, 1897, amounted to \$795,215. This sum covers many exports not classified as the product of this district.

NEW MANUFACTURES.

Acetylene gas is being manufactured and introduced in this district as a new illuminant.

TRANSIENT TRADERS.

As regards restriction upon new comers who desire to enter into business, each municipality has its own by-laws to govern such cases. Niagara Falls town, for instance, imposes a tax of \$50 upon strangers who embark in any mercantile pursuit, under what is known as the "Transient traders' by-law." This sum is refunded should business continue one year.

RAILWAY CHANGES.

Late changes in railway circles affecting this point are: The Wabash system now runs over the Grand Trunk Railway from Detroit to the Falls, thence by Erie Railway to Buffalo; the Canadian Pacific runs from Toronto over the Grand Trunk Railway to Hamilton, thence via Toronto, Hamilton and Buffalo Railway to Welland, and from there to Buffalo.

SHIPPING.

American shippers of goods to Canada should number their boxes and cases to correspond with number of invoice, so that cases can be identified when passing customs. In this way, much annoyance and delay, both to shippers and receivers, may be avoided.

WAGES.

The rate of wages for laborers runs from \$1 to \$1.50 per day; domestic servants, \$10 to \$15 per month; mechanics, \$1.50 to \$2.50 per day; factory operatives, \$7 to \$12 per week; clerks in stores, \$7 to \$12 per week; railroad clerks, \$35 to \$50 per month; railroad conductors (freight), \$60 to \$70 per month; (passenger), \$85 to \$95 per month; engineers, \$95 to \$100 per month; firemen, \$55 to \$65 per month; brakemen, \$45 to \$55 per month; operators, \$30 to \$45 per month; section hands, \$1 to \$1.50 per day.

The system of doing business in this district is very similar to that of the United States. There is no difference in commercial credits, the rates and periods being about the same.

G. W. NICHOLS, *Consul*.

CLIFTON, *October 13, 1897.*

GUELPH.

The recent death of the collector of customs at this port, which was shortly followed by the death of the deputy collector of customs, has hampered me greatly in this work, the new officials declining to favor me with details. I am, therefore, compelled to write purely from the standpoint of an unbiased individual. There has been a gradual but steady decline of this locality in every respect since Guelph was incorporated as a city in 1879. The only new industries started here in the past twenty years were the Guelph Norway Steel and Iron Mills and the Lochlin-Hough Drawing Table Company, both of which enterprises failed with no available assets during the past year, thereby inflicting another blow upon a community already oppressed with the burden of taxes at the rate of 0.025 on the dollar—probably the highest of any city in Canada.

The district of Guelph is settled principally by Scotch, whose natural economy and aversion to speculation have kept them in the same locality without the introduction of improvements until they have outlived the usefulness of the farm lands. The soil is shallow, and a continued working of it under the same conditions has quite exhausted it. Only a series of wet seasons after the vegetation has been partially developed will restore it. This would further impoverish the farmers by the loss of their meager crops, but eventually, the decomposition of vegetable matter would work out the desired result.

It is generally considered that the most progressive district in Ontario, if not in the whole of the Dominion of Canada, is the county of Waterloo, which adjoins this county on the west. It is largely populated by Germans, who have been sufficiently farsighted to introduce improvements bound to attract immigrants. Berlin, its county seat, even now bids fair to rival some of Ontario's oldest cities. The locality is known as the Berlin district, the surrounding towns being Breslau, Kossuth, New Germany, Hamburg, etc.

TRADE AND TRANSPORTATION.

The majority of merchants throughout Ontario purchase their goods from wholesale houses in Montreal, Toronto, and Hamilton, which carry large stocks of both American and foreign goods. The packing is the same in the majority of cases as for home consumption. American goods of all kinds are largely used and have an equal market with all foreign products of same quality. The duty is the same, the recent proposition regarding preferential trade as yet having failed to become a law. This being an inland district, the transportation is accomplished by rail on the Grand Trunk Railway and the Canadian Pacific Railway. The main line of the Grand Trunk Railway from Toronto to Detroit passes through Guelph, and at present controls the lines of the Wellington, Grey and Bruce Railway and the Great Western Railway, which run from Collingwood to Harrisburg, there connecting with the Chicago and Grand Trunk Railway and the Michigan Central. The Canadian Pacific Railway runs east and west about 15 miles south of Guelph, and is connected by the Guelph Junction Railway, built by a local syndicate and the Guelph Municipal Government in 1892, at a cost of \$100,000, to free the city from the monopoly of transportation then owned by the Grand Trunk.

Pianos, organs, lawn mowers, and sewing machines comprise the sole exports of manufactured articles from this district, and find their market in South Africa and Australia. In unmanufactured articles, lambs for slaughter, cattle and sheep for breeding, and horses, are the principal exports.

WAGES.

The price of labor is at about the same standard as elsewhere in the province, being approximately:

Laborers	per day ..	\$0. 75 to \$1. 25
Mechanics	do	1. 25 to 2. 50
Factory hands	do ....	. 90 to 1. 35
Railway employees	do	1. 25 to 1. 75
Clerks in stores	per week ..	4. 00 to 10. 00
Bookkeepers	do	6. 00 to 15. 00
Domestics	per month ..	6. 00 to 12. 00

Value of exports and imports.

	Year ending Dec. 31, 1896.	Six months ending June 30, 1897.
Exports	\$278, 788	\$156, 358
Imports	250, 589	119, 331
Credit value.....	19, 199	37, 027

CHARLES N. DALY, *Consul.*GUELPH, *October 9, 1897.*

KINGSTON.*

During the last few months, the change in the tariffs of the United States and Canada has disturbed the trade relations and affected the exports and imports. Large quantities of wool, lumber, hides, and hay have been exported to the United States. In some cases, wool has been exported and stored, remaining the property of the Canadian exporter.

TRADE WITH THE UNITED STATES.

Hatters report having fewer American hats in stock than has been the custom. Some are sold on account of style and superior finish, but the English hat is thought to be more durable, and can be purchased at less price.

The jewelers are handling less American stock. Watch cases, chains, plated ware, and sterling silver articles are being manufactured in Canada. Watch movements, cheap jewelry, and special American patterns are purchased from the United States.

In the dry-goods trade, I find that, for the last few years, there has been a steady increase in the use of the manufactures of the United States. This is largely confined to cotton goods, and is due to their superiority of finish and beauty and variety of patterns.

The bicycle trade is about equally divided between the American and Canadian manufacturer.

Wall paper is of Canadian and American manufacture. Superior paper is American, the inferior grades are Canadian. Dealers report that the Canadian manufacturer is copying and otherwise improving his paper to such an extent that it is believed he will, with the 35 per cent protection which he has, soon drive the American product from the market.

Boots, shoes, and trunks are manufactured in Canada, only a few special and superior lines coming from the United States.

All electrical appliances are purchased in the United States.

The American manufacturer is steadily losing the hardware and cutlery trade of Canada. The German is crowding out both English and American. He will copy even to the smallest detail the American article, and put it on the market at a less price than the article can be purchased for in the United States.

American stationery, on account of superior finish and variety of patterns, with the addition of being cheaper in some lines, is found in every stationery store. Printing paper is furnished at a price with which the Canadian manufacturer has not been able to compete, notwithstanding the 25 per cent protection given him by his Government.

INDUSTRIES.

The manufacturing of this district is wholly for the Canadian market. The factories are small and comparatively unimportant; the cotton factory having 196 hands; hosiery factory, 180 hands; tannery, 60 hands; foundry, 43 hands; locomotive works, 66 hands. There are some small establishments making brooms, beer, and biscuits. Ship or barge building and repairing is quite an industry in Kingston. Four barges of 600 tons each are now in process of construction. Two of these barges are of iron, the material being all imported from the United States. Shipbuilding and repairing have much increased since the construction of the splendid stone dry dock by the Dominion Government; the material and construction of this dock is of such a permanent character that no calculation is made for its being closed for repairs.

About three years ago, the manufacture of binder twine was commenced in the Kingston penitentiary. It is found that this work is especially well suited to convicts within the prison walls. One-fifth of the binder twine of Canada is now the product of convict labor. A large grain elevator is under construction, its building being encouraged by a bonus from the city of \$25,000. A second one has received a still larger bonus, and will at once be built. The most important business in Kingston is the transshipping of lumber and grain on their way to Europe from the upper lakes.

A few years ago, the Canadian farmers were raising barley, hay, store cattle, and horses for the United States market. Butter was inferior, the dairy interest receiving but little attention. Our tariff of 1890 forced a positive change. The Government established dairy schools, and in all possible ways fostered dairying and fattening meat at home, until the output of the farm has changed to butter, cheese, and fat cattle for export to Great Britain.

M. H. TWITCHELL, *Consul.*

KINGSTON, *September 30, 1897.*

LONDON.*

This consular district comprises a large and thickly populated agricultural country, situated in the most fertile part of the Western Ontario peninsula, midway between Detroit, Mich., and Suspension Bridge, N. Y. London itself has a population of 36,000, and is a large railroad and manufacturing center. The district also embraces the large towns of Woodstock, Ingersoll, Strathroy, Exeter, and others, all of which have a comparatively large export trade with the United States, principally in horses, cattle, sheep and lambs, flax, hides, and wool.

The imports come principally from Great Britain and the United States, the total for the year 1896 and first six months of 1897 being as follows:

Quarter ending—	1896.	1897.	Increase (+) or decrease (—).
March 31	\$999, 222	\$647, 039	— \$352, 183
June 30	544, 966	576, 596	+ \$31, 640
September 30	620, 118		
December 31	559, 781		
Total	2, 424, 037	1, 223, 635	— 20, 543

* In response to circular of August 10, 1897.

Of this amount, the following was from the United States:

Quarter ending—	1896.	1897.	Increase (+) or de- crease (—).
March 31	\$325, 398	\$312, 150	—\$13, 248
June 30	348, 146	421, 132	+72, 986
September 30	299, 013		
December 31	357, 021		
Total	1, 329, 578	723, 282	+59, 738

This shows a net decrease in the total imports for the first six months of this year, as compared with the corresponding period last year, of \$20,543, but during the same period an increase in the imports from the United States of \$59,738.

The articles imported from the United States consist principally of hardware, books, breadstuffs, bicycles, coal, cotton, drugs and medicines, earthenware, chinaware, fancy goods; fruits, green and dried; glass and glassware, gutta-percha, hats and caps, iron and steel, jewelry, marble and stone, oils, paints, tobacco, paper, silks, soap, spices, sugar, molasses, agricultural implements, and woollens, including clothing, cloths, dress goods, knitted goods, and yarns.

There have been no changes in currency values, the unit of value being the same as in the United States. American money is readily accepted at par, except in the smaller places, where the discount is from 5 to 20 per cent. The rate of exchange between American and Canadian cities is practically the same as between American cities.

There has been no marked change in the prices of commodities except such as has been caused by the rise in the price of wheat, and there has been a generally large advance in the volume of trade in consequence of the improvement in commercial circles in the United States.

WAGES.

The rates of wages paid in this district are about as follows:

Laborers	per day..	\$1. 00 to \$1. 50
Domestic servants	per month..	6. 00 to 12. 00
Clerks, bookkeepers, etc	do	40. 00 to 100. 00
Mechanics	per day..	1. 00 to 3. 00
Railroad employees	per month..	40. 00 to 200. 00

TARIFF.

There has lately been a complete revision of the tariff laws of Canada. A preferential rate has been accorded to Great Britain, which will, of course, give the mother country advantages over the United States in the Canadian markets. There are no special restrictions on American trade, except as above noted, and such American commercial travelers as visit this country are accorded the same privileges as the Canadians; and if their goods and prices suit, they find a ready sale for the lines they handle.

The exports from this district to the United States during the fiscal year ending June 30, 1897, compared with the same period of the preceding year, were:

Exports from the consular district of London, Canada, for the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Breeding animals	\$1, 671. 00	\$1, 438. 00	\$1, 679. 00	\$580. 00	\$5, 568. 00
Cattle		2, 504. 00	1, 864. 00	3, 450. 00	7, 818. 00
Flax		4, 983. 82	11, 543. 30	27, 722. 12	44, 229. 24
Horses	1, 437. 00	7, 612. 50	6, 851. 50	5, 944. 00	21, 845. 00
Hides	12, 868. 81	37, 325. 76	44, 436. 01	38, 019. 81	132, 652. 49
Lumber	2, 621. 43	694. 46	3, 168. 57	4, 019. 58	10, 504. 02
Staves	1, 187. 75	1, 386. 00	2, 707. 50	3, 758. 50	9, 039. 75
Sheep and lambs	2, 429. 50	14, 902. 19	1, 001. 50		18, 333. 10
Tobacco	173. 70	2, 241. 52	64, 686. 44	7, 407. 72	74, 489. 38
Tea		2, 809. 23		16, 700. 51	19, 509. 74
Wool	3, 833. 68	13, 781. 54		19, 259. 73	36, 874. 95
Miscellaneous	13, 829. 18	26, 270. 50	19, 384. 60	5, 734. 51	65, 217. 84
Total	40, 251. 05	115, 929. 48	157, 302. 42	122, 596. 56	446, 079. 51
Preceding year	93, 481. 10	90, 803. 65	67, 503. 06	74, 507. 17	326, 294. 98
Total increase					119, 784. 53

TRANSPORTATION.

The transportation facilities of the district are exceptionally good, London being the divisional headquarters for two of the large Canadian railroads—the Grand Trunk and Canadian Pacific. The Grand Trunk system touches the American border at Detroit (110 miles), Port Huron (60 miles), and Suspension Bridge (119 miles). The Canadian Pacific also touches at Detroit, and both roads have connection with the New England States east of Montreal. The Lake Erie and Detroit River Railroad connects at Port Stanley, on Lake Erie, with boats for Cleveland, and the Michigan Central connects at St. Thomas with its main line in Canada, touching at Detroit and Suspension Bridge. The time required to reach London from Chicago and New York is twelve and sixteen hours, respectively.

COMMERCIAL LICENSES.

There are no commercial licenses required, except such as affect purely local interests, and the status of foreigners is practically the same as in the United States.

Commercial credits run from thirty days to four months, and the methods of doing business are similar to those of the United States.

All American inventions in practical form find ready sale here.

W. H. JACKS, *Consul*.

LONDON, *September 18, 1897.*

MORRISBURG.*

INDUSTRIES.

The chief industry in this district is that of the dairy. The year 1896 closed with bright prospects and the six months ending June 30, 1897, were better than the same period for many years past. The price of cheese ranged from 7½ cents per pound to 9¼ cents, and the output was very large. Butter also commanded a good price. The

* In response to circular of August 10, 1897.

cheese districts have adopted names and brands for the different factories, as required by a late law of the Dominion Government. This is done in order that the English market may know the exact locality where the cheese is manufactured. There are over one hundred cheese factories in this district.

There was a slight revival in the cotton and woolen industry, but the latter is now somewhat depressed.

In this district, there is a large industry in the manufacture of agricultural implements, locomotives, etc.

In the Province of Quebec, owing to the cheapness of labor, the manufacture of boots and shoes is carried on extensively. This fact, together with the duty, prevents importation to any extent, yet United States shoes and boots are in every respect superior to those of local manufacture. American prints, cottons, and wall paper are very much appreciated here, also wool carpets. The trade in these articles could be profitably pushed. Tobacco in the plug, and cigars could be sold with success.

The people here are directly interested in the currency values of United States money. A great deal of it is in circulation, and the inhabitants are greatly pleased with the gold monetary unit. The rate of exchange is the minimum. The banks will not take American silver and will only take bills at a discount; but both readily pass among the people.

TRANSPORTATION.

Improvements are progressing rapidly in this district. A railroad is now under construction between Cornwall and Ottawa, a distance of about 50 miles, which gives a direct and continuous line between Ottawa and New York City. This requires the building of a bridge over the St. Lawrence River, and the work is now well in hand. About two thousand laborers are employed.

The great St. Lawrence Canal is about completed to Morrisburg. This work involved widening the old canal, increasing the depth, and supplying new locks, etc. As fine masonry as could possibly be put up was used. This work has been in progress for nearly six years and has cost many millions. The work will still go on at Iroquois, about 7 miles above here. The whole work is a great credit to this Government and deserves special mention. The cost was not so important a consideration as excellence of work.

AGRICULTURE.

Dundas County is purely agricultural and the land is rich and productive. It is regarded as the garden spot of this Province (Ontario). The crops of hay, wheat, rye, oats, potatoes, and buckwheat are immense. The farms are models of neatness and thrift, and the farmers are educated, industrious, and generally well situated financially.

EXTENSION OF UNITED STATES TRADE.

I am clearly of the opinion that our merchants in the United States are making a great mistake in not sending their men into Canada. There is a wide field here, and all it needs to produce good results is for commercial travelers of the United States to enter. London, Paris, and Berlin have their representatives here, who are doing well; but I believe the United States drummers could easily eclipse them, especially in all kinds of hardware, boots and shoes, hats and caps, prints, cottons, woolen carpets, etc.

The change in the tariff law has necessarily stopped trade, but this will only be temporary. One of the largest dealers in lumber in the Province said to me that the tariff of \$2 on lumber had checked the business, but that, after carefully considering the matter, he was satisfied that it would be only a short time before the trade would revive, and there would be no loss by the new duty.

Reciprocity is the cry of the Canadian.

JOHN E. HAMILTON,
Commercial Agent.

MORRISBURG, *October 15, 1897.*

SUPPLEMENTARY REPORT.

I have heretofore called the attention of merchants, manufacturers, etc., to their neglect of the excellent opportunities for trade with Canada. In my opinion business relations would bring good results and cause our people to be in closer touch with the Canadians—neighbors that we ought to know better.

There is a good and steady market here for United States products. Large and profitable sales can be made in hardware, iron, steel, anthracite coal, coal oil, cotton goods, prints, wall paper, boots, shoes, hats and caps, drugs, case goods, agricultural implements, bicycles, typewriters, etc. Commercial travelers carry with them an assortment of United States goods, but it is quite evident that they are not given an equal chance with goods of this Dominion, and, I may say, of other countries. The goods from the United States, not being presented as they merit, are not appreciated by the people. In this town, with a population of 2,300, there are houses carrying from \$10,000 to \$30,000 worth of goods, and there is no reason why United States lines should not be carried to the fullest extent. All that is needed is a proper presentation of their superior qualities. This is an agricultural district, and this county (Dundas) is regarded as one of the richest producing counties in the Dominion. The farms are all in a high state of cultivation, well stocked, clean, and with good and substantial improvements. The farmers are thrifty and industrious, and are, with very few exceptions, in more than comfortable circumstances, the majority being wealthy.

The annual yield of wheat in this county is 46,252 bushels, an average of about 20 bushels to the acre. The yield of barley is 80,680 bushels, an average of 31 bushels to the acre. The yield of oats is 1,228,975 bushels, an average of 37 bushels an acre. Rye yields 31,098 bushels, an average per acre of 23 bushels. Buckwheat yields 43,953 bushels, an average per acre of 24 bushels. The clip of wool is 31,455 pounds annually, and the average number of pounds per fleece is 5.18.

The value of farming lands is \$6,877,599; the value of buildings, \$2,648,741; of farm implements, \$707,754; and of live stock, \$1,243,809.

Farming lands rent per acre from \$1.90 to \$2.50. The wages of farm hands vary from \$10 to \$20 per month.

Besides the crops above referred to, there are raised large quantities of potatoes, carrots, mangel wurzels, beans, peas, corn, and turnips.

The fruit here is not of the best, excepting apples, which are more than fine. Small fruits are fair. Beef is not good, but the mutton, lamb, pork, and poultry, as well as the cheese and butter, are unexcelled.

J. E. HAMILTON, *Consul.*

MORRISBURG, *December 15, 1897.*

PALMERSTON.*

Since this district covers a large territory, the lines of which do not correspond in any way with those of the Canadian customs districts, accurate figures showing value of imports into this district and apart from other consular districts are simply unattainable, and, in fact, the same may be said of nearly if not quite every consulate in the Province of Ontario. When it is called to mind that the Canadian customs offices within the consular lines of Palmerston are as follows: Listowel and Winston, being outports of Stratford; Kincardine, Southampton, and Wingham, being outports of Goderich; and Walkerton, an outport of Guelph, and that outport offices do not keep independent statistics but instead have their reports combined with the business of the office to which they are subordinate, the impossibility of ascertaining the trade in any given consular district will be appreciated. It should be further considered that many imported goods consumed in outlying consular districts are not directly imported therein, but instead come from the large purchasing centers of the Dominion. These goods have no tangible evidence of entry into the district where they are actually consumed. The imports into this district must, in consequence of these difficulties, be ascertained almost entirely by estimates, the obtaining of which has been attended with many perplexities and delays. It is believed those presented herewith are as reliable as possible under the circumstances.

IMPORTS.

The principal article of import from the United States during the past year has been machinery for manufacturing purposes, the product of the United States standing in great favor here. Importation from Great Britain and other countries has been extremely rare, the United States being almost exclusively depended upon.

Coal, both anthracite and bituminous, is a very large item of consumption, and probably ranks next to machinery in value. Raw hides are imported very largely, the product being of South American origin, but imported from the city of Boston.

Timothy and grains for seeding purposes are also extensively imported. Leaf tobacco, wall paper, hardware, cotton goods, lumber, marble and freestone, oysters, cement, refined coal oil and products of petroleum, and broom corn, in order, are the importations next in line of importance, after which come electroplated and silver ware, galvanized and other iron products, such as wire, tubing, hoop, rod, and castings; steel bars, round and flat; drugs, books, and printed matter; electric-light supplies, hops, jute cloth, jewelry, garden seeds, sewing machines, shoes, bicycles, shoddy wool, school supplies, artificial flowers, glue, printing type, oats for milling, corn for ensilage and for grinding. The bulk of all imports, both free and dutiable, have been for some years largely in favor of the United States. Probably, more than two-thirds have come in this way. It is estimated that imported goods entered for consumption in this consular district during the year ended June 30, 1897, amounted to the sum of \$625,000.

The principal items of imports from Great Britain are dry goods, clothing, waterproof clothing, fur goods, silks, fabrics, buttons, trimmings, millinery goods, oilcloths, linoleums, carpets, rugs, and musi-

* In response to circular of August 10, 1897, by Google

cal instruments. Import relations with other countries are not worthy of special mention. Some books are received from Germany, but the quantity of imports from sources other than above is very small.

EXPORTS.

By referring to the returns of this office heretofore submitted to the Department of State, it will be seen that the exports to the United States from this district during the year ended June 30, 1897, amounted to \$616,132.58, and consisted (in round numbers) principally of—

Lambs	\$223, 400	Lumber	48, 600
Cattle	114, 000	Emigrants' effects	13, 400
Fish	71, 500	Hides	10, 400
Flax	60, 300	Horses	8, 000
Wool	52, 300		

An increase of \$215,863.64 over the previous year, more than half of which may be accounted for in the single item of cattle, which prior to February 1, 1897, were practically barred from entry in the United States on account of quarantine restrictions. The other increases during the year were in lumber, flax, wool, fish, lambs, and sheep. The principal items of exports to Great Britain during the same period were cheese, pease, and other grains, cattle, horses, apples, flour, oat meal, eggs, and manufactured lumber. It is estimated that the export trade in those commodities with Great Britain will reach the full sum of \$500,000 during the year. Exports to other countries were principally pease, West Indies; evaporated apples, Germany, Holland, and Belgium; heavy horses, Germany. The total will probably not exceed \$75,000.

TRADE WITH THE UNITED STATES.

It will be seen that, while the United States sold (in this district) products of all kinds amounting to about \$416,000, that country favored this same community with a market for fully \$200,000 in excess of that amount.

As compared with former years, decreases in imports from the United States are noticed particularly in bicycles, the cheaper grades of wall paper, and somewhat in higher grade furniture. This condition may be accounted for in the case of bicycles, by the fact that American enterprise is manufacturing American wheels here in Canada, thereby relieving that product of the Canadian duty charges in this market. The cheaper grades of wall paper are also being made in Canada by Canadians, and are considered good substitutes for the same grade of United States manufacture, besides being cheaper than the American, at least to the extent of the duty payable thereon, as in the case of bicycles. The higher grades of American wall paper are very popular here.

The decrease in the importation of the higher grades of furniture may be explained by the fact, well known and freely admitted, that Canadian manufacturers are constantly importing samples of the newest designs and styles of the higher priced articles of furniture, such as desks, secretaries, sideboards, and chamber suits, and producing close imitations of same, which sell for much less than the United States product, for reasons before mentioned. Steady increase in consumption and advancement in public favor is shown in American hardware of all kinds. Ornaments for cabinet purposes, for carriage and piano construction, sounding boards, locks, and tools of all kinds; also

in cotton goods, American surgical and philosophical instruments, chemical apparatus, patent or proprietary medicines, drugs (the latter being considered especially of high merit), jewelry, veneer of wood (quarter-cut oak, principally), and walnut lumber, books, starch, electric-light carbons, and cement. The increase in popularity of United States boots and shoes, the latter in particular, both for ladies' and gentlemen's wear, is very apparent, and the same may be said of some lines of millinery goods. This is admittedly due to the undoubted superiority of workmanship displayed in the style, finish, and detail of same, though Great Britain still has the preponderance of trade in the latter commodity at least. American electroplated and silver ware, watches, and jewelry have a very substantial hold on this market, but importations in these lines, as in many others, are through importers in the large cities of the Dominion, for which reason quantities and values can not be even estimated with any degree of accuracy.

CANADIAN TARIFF.

Exceptional crop returns and high prices for products are likely to be instrumental in greatly increasing importations in the near future. How much of this increase the United States will partake of must depend to a great extent upon the Canadian customs tariff for 1897, and especially the reciprocal tariff law, which is a part thereof (which became operative on the 23d day of April, 1897), under which countries, other than the United States, are given 12½ per cent duty reduction on all products imported into Canada, which are the products of such countries. This preferential benefit, after July 1, 1898, is to be increased to 25 per cent. The effect of this legislation on the United States is bound to be felt. There are undoubtedly great obstacles in the way of introducing American goods into Canadian markets. Ordinarily, the tariff alone should be sufficient, but the full operation of the reciprocal tariff must mean a serious disturbance of United States commercial relations with the Dominion.

RECIPROCAL TARIFF.

As the Consular Reports for October, 1897, contain the latest amended Canadian tariff for 1897 (dated June 29, 1897), with the reciprocal tariff clause in detail, it is thought that memoranda issued by the Canadian customs department to customs officers, and laws affecting or explanatory thereof, would be considered material hereto. Acting upon this supposition, full extracts from all of such laws, orders, decisions, regulations, or instructions are herewith submitted, as follows, to wit:

[Memorandum No. 895 B. Dated April 23, 1897. Issued by the Commissioner of Customs, approved by the Controller of Customs.]

RECIPROCAL TARIFF.

Referring to Memorandum No. 894 B (inclosing the Canadian tariff for 1897, dated April 23, of which the Canadian tariff for 1897, dated June 29, is the latest amendment), you are instructed for the present, and until further advised, that the reciprocal tariff applies only to products of Great Britain and Ireland imported direct. Articles which are the growth, produce, or manufacture of Great Britain and Ireland, imported direct therefrom, may be entered or taken out of warehouse for consumption at seven-eighths of the rate mentioned in Schedule A of the tariff of 1897.

Importers are required to satisfy customs collectors as to the British origin of the goods entered under the reciprocal tariff. A declaration affirming such origin shall be made or furnished by the importer.

Note particularly that the reciprocal tariff does not apply to the following articles,

viz: Ales, beers, wines and liquors, sugar, molasses and syrups of all kinds, the product of the sugar cane or beet root, tobacco, cigars, and cigarettes.

Entries under the reciprocal tariff should be taken separately on the usual form, but a special form of entry for this purpose will be supplied when prepared. All the above entries are to be taken subject to amendment.

For convenience in making these entries, the duty may be computed at the rates mentioned in Schedule A, and a deduction of one-eighth may be taken from the total amount of duties. The reciprocal duties will be the net amount remaining.

[Memorandum No. 921 B. Dated May 22, 1897. Issued by the Commissioner of Customs.]

RECIPROCAL TARIFF, NEW SOUTH WALES.

Referring to Memorandum No. 895 B, dated 23d April, 1897, respecting the reciprocal tariff, you are hereby instructed that the honorable the controller of customs has decided that the customs tariff of New South Wales is such as entitles articles which are the growth, produce, or manufacture of that country to the benefits of the reciprocal tariff, subject to the limitations mentioned in Schedule D of the tariff resolutions. Entries of articles the produce or manufacture of New South Wales, imported direct therefrom, may be accepted under the same regulations as the products of Great Britain and Ireland on and after this date.

[Memorandum No. 943 B. Dated September 4, 1897. Issued by the commissioner of customs.]

RERECIPROCAL TARIFF OF CANADA.

Referring to Memoranda Nos. 895 B, 921 B, and 925 B (the latter dated July 9, 1897, instructs as to forms prescribed by the honorable the minister of customs for the entry of goods entitled to the benefit of the reciprocal tariff), you are further instructed that the benefit of the reciprocal tariff extends until the 1st day of August, 1898, to Belgium, Germany, France, Algeria, the French Colonies, Argentina, Austria-Hungary, Bolivia, Colombia, Denmark, Persia, Russia, Sweden, Tunis, Venezuela, and Switzerland, as well as to Great Britain and Ireland. Until the 1st day of August, 1898, the products of Great Britain and Ireland, Belgium, Germany, France, Algeria, the French Colonies, Argentina, Austria-Hungary, Bolivia, Colombia, Denmark, Persia, Russia, Sweden, Tunis, Venezuela, and Switzerland, when imported from any of the said countries and entered for duty or taken out of warehouse for consumption in Canada since the 23d day of April, 1897, and prior to the 1st day of August, 1898, shall be subject to the reduction of duty provided for in the reciprocal tariff set forth in Schedule D of the customs tariff, 1897, and under the limitations mentioned in said Schedule D. The excess of duty paid since the 23d day of April, 1897, on products imported as aforesaid from the countries hereinbefore mentioned will be refunded, if the claim therefor, with satisfactory proof of the origin and value of such products, is made in the usual form through the collector of customs at the port where such duty was paid. Nothing in the foregoing instructions shall be held as affecting the right to enter articles under the "French treaty act 1894," but any articles entered at a reduced rate under the said treaty act shall not be entitled to a further reduction of duty under the provisions of the reciprocal tariff. The declaration prescribed in the regulations and instructions of July 9, 1897 (Memorandum No. 925 B), is required to be made by the exporter and annexed to the invoice of articles for entry under the reciprocal tariff, and until the 1st of August, 1898, articles from all the countries above mentioned may be entered on the same invoice, and the origin of all the products entered on such invoice may be attested to in one declaration on the form heretofore prescribed and the names of the countries (if more than one) being written in succession in the blank space reserved for origin of products. The declaration required may also be made by the exporter or his agent before a collector of customs, or magistrate, or justice of the peace, as well as before the persons designated in former instructions. Importers claiming entry under the reciprocal tariff for goods from the countries above mentioned are required to file with customs collectors in Canada a certificate of the United States customs entry for immediate transportation, or a bill of lading showing through transportation for such goods carried in transit through the United States and imported into Canada.

[Memorandum No. 945 B. Dated September 24, 1897. Issued by the commissioner of customs.]

RECIPROCAL TARIFF, BRITISH INDIA.

You are hereby instructed that the honorable minister of customs has decided that the customs tariff of British India is such as entitles articles which are the growth, produce, or manufacture of that country to the benefits of the reciprocal

tariff of Canada, subject to the limitations mentioned in Schedule D of the said tariff. Articles the growth, produce, or manufacture of British India may be entered for duty under the same regulations as the products of Great Britain and Ireland on and after this date.

TRADE METHODS.

After careful inquiry, extended to the railway agents, Canadian customs officers, and business men within this district, it is confidently asserted that no complaint now exists against the American methods of packing goods, nor is there any difficulty whatever with the transportation thereof, banking facilities, or rates of exchange. Nor can it be ascertained that there is complaint that time purchases are not as satisfactory with United States sellers as elsewhere. English manufacturers have the reputation, and deservedly so, of being especially obliging in the manufacture of certain required patterns and of putting up goods in an attractive way to meet local requirements and conditions, but all this may be truly said of the producers of the goods of United States manufacture as well.

Rates of foreign exchange on October 14, 1897.

	Counter.		Between banks.	
	Buy.	Sell.	Buy.	Sell.
New York funds	$\frac{1}{8}\frac{1}{2}$	9	$\frac{1}{8}\frac{1}{2}$	$\frac{1}{8}\frac{1}{2}$
Sterling, 60 days	$8\frac{1}{2}$	$9\frac{1}{2}$	$8\frac{1}{2}$	$9\frac{1}{2}$
Sterling, on demand				

TRANSPORTATION.

The Canadian collectors of customs in this district report no recent changes in customs rules or port regulations. The harbor at Kincardine on Lake Huron has been dredged during the past summer, and now has a uniform depth of 14 feet, and the sum of \$15,000 has been spent on the crib work of the piers. There is a summer line of steamers—the Brown Line—running weekly between Windsor, Ontario, and Sault Ste. Marie, calling at Kincardine, Port Elgin, and Southampton, this district, and at Detroit. Internal transportation facilities are furnished by the Grand Trunk Railway System and the Canadian Pacific Railway Company by the most direct routes to the United States, South, East, and West. The time of railway freight communication with the United States from the farthest point of possible shipment in this district to Suspension Bridge, Buffalo, Port Huron, and Detroit is from twelve to fifteen hours. Freight rates to the United States remain as they have been for many years.

REGULATIONS AFFECTING COMMERCIAL TRAVELERS.

In this connection, it may be stated that on the 1st of January, 1896, the Grand Trunk management (also the Canadian Pacific Railway) extended to commercial travelers, properly qualified, as hereinafter set out, special rates for travel over the entire system in Canada of 2½ cents per mile, and to enable them to go to their homes over Sunday, in any week, after 12 noon on Fridays, and returning Mondays. What are termed "week-end" tickets are issued for one-way first-class fare. The qualifications are to travel at least four months during the year in

Canada; to have residence, or business connection, or an office in Canada. The person claiming such benefit must produce, when purchasing ticket, a railway-privilege certificate for the current year, showing membership in one of the following associations duly certified to by the secretary thereof, viz: Commercial Travelers' Association of Canada, Dominion Commercial Travelers' Association, Maritime Commercial Travelers' Association, The Northwest Commercial Travelers' Association of Canada, Western Ontario Commercial Travelers' Association.

PATENTS AND COPYRIGHTS.

Owing to the fact that the federal laws of Canada for 1897 have not been circulated in printed form as yet, information as to the latest enactments in relation to patents, copyrights, and trade-mark laws can not be supplied with this report, but they will be made the subject of a supplemental report hereto, as soon as possible after access has been had to said laws.

GENERAL REMARKS.

As will be seen by referring to items of exports from this office, the Palmerston district is almost entirely agricultural. A limited number of manufacturing establishments are scattered here and there over a very large space, but their products are principally for local consumption. New inventions, patents, and processes are exceedingly unusual. As a result of many inquiries, both written and verbal, covering the entire district, nothing new or interesting within the purview of the Department's instructions can be ascertained. Agricultural implements in use here are almost entirely the products of Canadian manufacture, not that there is any objection to the United States article per se, but the Canadian producer has the advantage over the American in the tariff restrictions against the latter. This and the fact that parts of machinery are easier and more quickly obtained, and that Canadian business houses are more active in their efforts to sell, in this section at least, will furnish sufficient explanation thereof. The principal American implements in use here are harvesters and cultivators. No complaint of this class of products has been heard from any quarter. In fact, the consensus of opinion here is entirely favorable to implements of American make.

LOTON S. HUNT, *Consul*.

PALMERSTON, *October 15, 1897.*

Extracts from Canadian tariff laws.

[57-58 Victoria, chap. 2. AN ACT respecting a certain treaty between Her Britannic Majesty and the President of the French Republic. Assented to 23d July, 1894.]

Whereas on the sixth day of February, one thousand eight hundred and ninety-three, an agreement or treaty, for the purpose of facilitating and extending commercial relations between Canada and France, was entered into by plenipotentiaries appointed by Her Majesty and by the President of the French Republic; and whereas by the said treaty it is provided that it shall receive the sanction of the Parliament of Canada before it is ratified; and whereas it is expedient to make provision for that purpose: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, declares and enacts as follows:

1. This act may be cited as the French treaty act, 1894.
2. The treaty of the 6th day of February, one thousand eight hundred and ninety-three, which is set forth in Schedule A to this act, is hereby sanctioned.

3. It is hereby declared that the duties of customs mentioned in article one of the said treaty as existing on the sixth day of February, one thousand eight hundred and ninety-three, on the several articles therein mentioned, were on that date as set forth in Schedule B to this act; and the reduction of the duties then existing, as agreed upon in the said article, shall take effect immediately upon the coming into force of this act.

4. This act shall not have force or effect until a day to be named by proclamation of the Governor-General; and if the said treaty ceases to be binding on Canada this act shall cease to be of any effect on and after a day to be named by proclamation of the Governor-General.

SCHEDULE A.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the President of the French Republic, being alike desirous of facilitating and extending commercial relations between Canada and France, have resolved to conclude an agreement to this end, and have named as their plenipotentiaries, that is to say: Her Majesty the Queen of the United Kingdom of Great Britain and Ireland: His excellency the Marquis of Dufferin and Ava, a peer of the United Kingdom, member of the most honorable privy council, vice-admiral of Ulster, warden and keeper of the Cinque Ports, constable of the Castle Dover, etc., her ambassador extraordinary and plenipotentiary to the Government of the French Republic, and Sir Charles Tupper, baronet, high commissioner for Canada in London. The President of the French Republic: Son Excellence M. Jules Develle, deputy and minister for foreign affairs, and Son Excellence M. Siegfried, deputy, minister for the department of commerce, industry, and of the colonies; who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following articles:

ARTICLE I.

Wines, sparkling and nonsparkling, common soaps, savons de Marseille (castile soaps), and nuts, almonds, prunes, and plums of French origin entering Canada shall enjoy the following advantages:

1. Nonsparkling wines gauging 15 degrees by the centesimal alcoholometer or less, or according to the Canadian system of testing, containing twenty-six per cent or less of alcohol, and all sparkling wines shall be exempted from the surtax or ad valorem duty of 30 per cent.

2. The present duty charged on common soaps, savons de Marseille (castile soaps), shall be reduced by one-half.

3. The present duty charged on nuts, almonds, prunes, and plums shall be reduced by one-third.

ARTICLE II.

Any commercial advantage granted by Canada to any third power, especially in tariff matters, shall be enjoyed fully by France, Algeria, and the French colonies.

ARTICLE III.

The following articles of Canadian origin, imported direct from that country, accompanied by certificates of origin, shall receive the advantage of the minimum tariff on entering France, Algeria, or the French colonies: Canned meats; condensed milk, pure; fresh-water fish, eels; fish preserved in their natural form; lobsters and crayfish preserved in their natural form; apples and pears, fresh, dried, or pressed; fruits preserved, others; building timber, in rough or sawn; wood pavement, staves, wood pulp (cellulose); extract of chestnut and other tanning extracts; common paper, machine made; prepared skins, others, whole; boots and shoes; furniture of common wood; furniture, other than chairs, of solid wood, common; flooring in pine or soft wood; wooden seagoing ships. It is understood that the advantage of any reduction of duty granted to any other power on any of the articles enumerated above shall be extended fully to Canada.

ARTICLE IV.

The present agreement, having received the sanction of the Parliament of Canada and the French Chambers, shall be ratified and the ratifications shall be exchanged at Paris as soon as possible. It shall come into operation immediately after this formality has been accomplished and shall continue in force until the expiration of twelve months after either of the contracting parties shall have given notice of their intention of terminating the same. It is agreed, likewise, that if nonsparkling wines, gauging fifteen degrees at the most, or sparkling wines become subject later on to an increase of duty in Canada the French Government, by denouncing the

present agreement, could terminate its operation immediately without waiting until the expiration of the twelve months' delay provided for above.

In witness whereof the respective plenipotentiaries have signed the present agreement and affixed thereto the seals of their arms.

Done in duplicate, at Paris, this 6th day of February, 1893.

DUFFERIN & AVA.
JULES DEVILLE.
CHARLES TUPPER.
JULES SIEGFRIED.

SCHEDULE B.

Nonsparkling wines, containing 26 per cent or less of proof spirits, whether imported in wood or in bottles (six quart or twelve pint bottles to be held to contain a gallon), twenty-five cents per gallon, and for each degree of strength in excess of 26 per cent of spirits as aforesaid an additional duty of three cents per gallon until the strength reaches forty per cent of proof spirits, and in addition thereto thirty per cent ad valorem; sparkling wines, in bottles containing each not more than a quart but more than a pint, three dollars and thirty cents (\$3.30) per dozen bottles; containing not more than a pint each but more than one-half pint, one dollar and sixty-five cents (\$1.65) per dozen bottles; containing one-half pint each or less, 82 cents per dozen bottles; bottles containing more than one quart each shall pay, in addition to \$3.30 per dozen bottles, at the rate of \$1.65 per gallon on the quantity in excess of one quart per bottle, the quarts and pints in each case being old wine measure; in addition to the above specific duty there shall be an ad valorem duty of 30 per cent. Castile soaps, two cents per pound; nuts, n. e. s., three cents per pound; almonds, shelled, five cents per pound; almonds, not shelled, three cents per pound; prunes, 1 cent per pound; plums, 30 cents per bushel.

58-59 Victoria, chap. 3. AN ACT respecting commercial treaties affecting Canada. Assented to 22nd July, 1895.]

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. So soon as the French treaty act, 1894, chapter 2 of the Statutes of 1894, is brought into force by proclamation of the Governor-General the advantage granted to France by the treaty with that power mentioned in the said act, with respect to its commerce with Canada, shall extend to any and every other foreign power which, by reason of the operation of such treaty, is under the provisions of a treaty with Great Britain, entitled in whole or in part to the same or to the like advantages with respect to its commerce with Canada, to the extent to which in manner aforesaid such other foreign power is entitled thereto; and such advantages shall continue to so extend to such other foreign power so long as the said act remains in force, or until the right of such other foreign power to such advantages under its treaty with Great Britain is sooner determined.

2. So long as such other foreign power continues to be entitled to such advantages the operation of all laws inconsistent with its enjoyment of them shall be suspended to the extent to which they are so inconsistent.

3. The advantages so granted to France by the said treaty shall extend also to Great Britain and to the several British colonies and possessions, with respect to their commerce with Canada, so long as France continues to be entitled to such advantages; and during the period for which France is so entitled to such advantages all laws inconsistent with the enjoyment thereof by Great Britain and such British colonies and possessions shall be suspended to the extent to which they are so inconsistent.

Extract from the Canada Gazette of Saturday, October 12, 1895.

PROCLAMATION.

[Canada. Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, defender of the Faith, &c., &c., &c.]

To all to whom these presents shall come, or whom the same may in any wise concern, greeting:

CHARLES HIBBERT TUPPER,

Attorney-General, Canada.

Whereas in and by an act made and passed by the Parliament of Canada in the 57th and 58th years of our reign, chaptered two, and intitled "An act respecting a certain treaty between Her Britannic Majesty and the President of the French Republic," it is amongst other things enacted that the said act shall not have force and effect until a day to be named by proclamation of our Governor-General

And whereas it is expedient that the said act should have force and effect upon, from, and after the fourteenth day of October, in the year of our Lord one thousand eight hundred and ninety-five:

Now, know ye, that we, by and with the advice of our privy council for Canada, do by this, our proclamation, declare that the said act passed in the 57th and 58th years of our reign, chaptered two, and known as "The French treaty act, 1894," shall have force and effect upon, from, and after the fourteenth day of October, in the year of our Lord one thousand eight hundred and ninety-five.

Of all which our loving subjects and all others whom these presents may concern are hereby required to take notice and to govern themselves accordingly.

In testimony whereof we have caused these our letters to be made patent and the great seal of Canada to be hereunto affixed. Witness, The Honourable Sir Henry Strong, Knight, Deputy of Our Right Trusty and Right Well-Beloved Cousin and Councillor, the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen; Viscount Formartine, Baron Haddo, Methlic, Tarves, and Kellie, in the Peerage of Scotland; Viscount Gordon, of Aberdeen, county of Aberdeen, in the Peerage of the United Kingdom; Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of St. Michael and St. George, etc., etc., Governor-General of Canada.

At our Government house, in our city of Ottawa, this tenth day of October, in the year of our Lord one thousand eight hundred and ninety-five, and in the fifty-ninth year of our reign.

By command:

W. H. MONTAGUE,
Secretary of State.

PORT HOPE.*

The consular district of Port Hope, extending for a long distance on the northern shore of Lake Ontario, as well as many miles inland, contains within its limits several large towns and six Canadian custom-houses. This has rendered it wholly impossible for a report covering the district to be made within the time limit given in Department circular of August 10.

It has been necessary, therefore, to confine the inquiries to Port Hope alone, and it being from here that the body of exports are made, and there being but one place in the district where the imports are larger, a deduction formed on the business at this port may be applied to the remainder of the consular district.

At first, it was intended to include a full list of exports and imports from the books of the custom-house at Port Hope, but after much of the work had been transcribed, it was learned that the papers for one quarter were missing. Hence, that portion of the report has been omitted, and only the gross sums will be given.

TRADE CONDITIONS.

There is a feeling of dislike, to put it mildly, existing all through this section, and presumably elsewhere, toward the United States tariff. Many interests are severely injured by it. The lumber business, which was by far the most important, is quite the reverse of active. Barley, which formed one of the chief articles of export, fails to enter the United States markets. The acres formerly devoted to its cultivation are either growing some other crop or turned into pasture land. The ships which at one time crowded the harbors in their journeyings to and from United States ports are beached or dismantled. Where twenty or more vessels were formerly loading or discharging cargoes in this harbor, two are more than enough to do it all. The protective tariff of the United States is not the whole cause of this decline; railroad competition enters into it largely.

The soil and climate of this section, together with cheap farm labor, makes it possible for farmers to raise peas at a profit, even when sent to the United States markets. Seed peas are also extensively grown for American seedsmen. With this single exception, there is no crop from here that can be marketed in the United States.

INDUSTRIES.

During the past year, binder's twine to the amount of over \$30,000 was shipped from this port to Chicago. It is understood that, while no loss was made to the shippers, there was no gain.

A large file manufactory is located here. The steel used is all brought from the United States.

UNITED STATES GOODS.

The dealers in nearly all lines of merchandise would be pleased to handle United States goods. They recognize their superiority in many respects, but the Canadian tariff prevents their importation. To overcome this, quite a number of American manufacturers have established branches on this side of the line, where they produce the same article as at home.

In notions and fancy goods, for regular as well as Christmas and holiday trade, the larger part is of American production. Commercial travelers in these lines regularly visit here from New York. In this way, they reach the local dealers and can compete favorably with the wholesale dealers of the Canadian cities. What is done in this particular branch can be done in others, and that American goods can be introduced through traveling agents is beyond question. Terms of credit may have to be changed in a measure to meet those of this country, which are in many lines 5 per cent, thirty days, the United States rates being 2 per cent, ten days.

In hardware, Canadian firms are making imitations of American goods, and under the present tariff, they can sell to the trade for a little less than the United States article. Germany sells many of the smaller household tools, closely resembling those made by our own enterprising manufacturers. They look well and sell at a lower price, but if the two varieties were shown side by side the difference in price would not be so marked. The trade in bicycles is enormous all through Canada. The preference is for American wheels, and will undoubtedly continue. The coming season will see a largely increased trade, and United States manufacturers should try to have their share.

A very limited amount of dry goods from the United States mills is to be found in the retail stores. There is no good reason for this. The designs, style, and finish of the English and Canadian goods are not equal to the American. The same may be said of boots and shoes; there are none of American make in this place. Dealers admit that our goods would lead if they could bring them in. They also know that when a Canadian visits the United States, one of the articles generally purchased is a pair of boots.

The improvement in business has not yet reached this section to any appreciable extent. It is confidently expected, however, for the products of the farm have not for years brought such high prices. The canning factories are running on extra time, and they will use all the surplus of fruits and vegetables, which have already been sold. Sheep, lambs, and cattle are higher, but horses are lower now than they have been for years.

No distinguishing mark is required under Canadian laws showing the country of origin of goods.

TRANSPORTATION.

A steamship line makes daily trips between Port Hope and Charlotte, near Rochester, N. Y., and the boats of the R. & O. Line, plying between Toronto and Montreal, call on each trip.

CUSTOM-HOUSE EXPORTS.

The total exports from this port, as shown by the books of the custom-house, are as follows for the year ending December 31, 1896:

To the United States.....	\$233, 290
To England.....	124, 357
To all other countries.....	12, 359
Total.....	370, 006

For the first six months of the present year:

To the United States.....	\$122, 766
To England.....	22, 417
To all other countries.....	11, 189
Total.....	156, 372

CUSTOM-HOUSE IMPORTS.

For the year ending December 31, 1896, the amount of imports, by quarters, is as follows:

	Dutiable.	Amount of duty.	Free.
March quarter.....	\$11, 622	\$8, 087	\$34, 418
June quarter.....	8, 250	2, 726	27, 507
September quarter.....	11, 225	3, 927	80, 384
December quarter.....	6, 819	2, 463	18, 801
Total.....	37, 916	12, 203	111, 106

Grand total imports, \$149,021.

For the first six months of the year ending December 31, 1897, the amount of imports, by quarters, is as follows:

	Dutiable.	Amount of duty.	Free.
March quarter.....	\$10, 025	\$3, 292	\$16, 444
June quarter.....	10, 220	3, 277	48, 648
Total.....	20, 245	6, 569	65, 092

Grand total imports, \$85,337.

HARRY P. DILL,
Commercial Agent.

PORT HOPE, October 15, 1897.

Exports from the custom-house at Port Hope for year ending December 31, 1896.

Description.	Quantity.	Value.	Whither exported.
Fisheries:			
Fish, fresh		\$44	United States.
Forest products:			
Plank, boards, etc. M feet..	7,255	83,893	Do.
Shingles	509	1,216	Do.
Spruce woods		424	Do.
Animals and their produce:			
Horses	3	90	Do.
Do	73	5,850	England.
Lambs	554	1,341	United States.
Wool	48,783	10,269	Do.
Hides		958	Do.
Agricultural products:			
Apples	2	4	Do.
Do	8,281	14,145	England.
Do	1,470	1,470	France.
Barley	87,293	33,114	United States.
Buckwheat	9,150	2,668	Germany.
Clover seed	1,600	6,008	United States.
Hay	14	220	Do.
Oats	9,400	1,786	England.
Peas	88,589	102,576	Do.
Do	73,224	83,568	United States.
Rye	1,070	375	Germany.
Wild rice		250	United States.
Manufactures:			
Binders' twine	1,700	6,250	Do.
Junk	9,000	316	Do.
Machinery		846	Do.
Oiled clothing		6,210	Newfoundland.
Do		1,686	Anstralia.
Rags		471	United States.
Miscellaneous:			
Household goods		3,879	Do.
Total		370,907	

Exports from the custom-house at Port Hope for six months ending December 31, 1897.

Description.	Quantity.	Value.	Whither exported.
Fisheries:			
Fish, fresh		\$361	United States.
Forest products:			
Plank, boards, etc. M feet..	1,896	19,919	Do.
Animals and their produce:			
Horses	11	526	Do.
Horned cattle	352	3,887	Do.
Hides		3,211	Do.
Wool	26,073	9,010	Do.
Agricultural products:			
Apples	3,049	5,323	England.
Apples, dried	199,400	4,208	Germany.
Barley	22,846	6,136	United States.
Buckwheat	700	196	England.
Clover seed	300	1,241	United States.
Fruit, dried	117	880	Holland.
Peas	36,964	41,333	United States.
Do	22,940	15,198	England.
Wheat	2,000	1,700	Do.
Manufactures:			
Binders' twine	9,600	34,480	United States.
Oiled clothing		6,071	Newfoundland.
Miscellaneous:			
Household goods		2,662	United States.
Total		156,872	

SAULT STE. MARIE.*

This consular district occupies a peculiar position as to trade and commerce. Until the establishment of the pulp mill at Sault Ste. Marie, some three years ago, we had no manufactories of any kind except the sawmills for the producing of lumber, laths, and shingles. Although this consular district is of great area, the only part of it that is settled is that portion along Lake Huron and St. Marys River, and a few villages along the line of the Canadian Pacific Railway. The products of the district now are in the order of their importance: Saw logs, lumber, pulp wood, wood pulp, railway ties, and fish.

EXPORTS.

The saw logs, pulp wood, railway ties, and fish exported from this district all go to the United States. A portion of the lumber goes to the United States. A portion goes to the older ports of Ontario.

The greater part of the pulp manufactured here goes to the United States. For the last few months, however, a considerable amount of the pulp has been shipped to Europe, principally to Antwerp and Rotterdam. A part of the pulp shipped to Europe goes to Montreal by Canadian Pacific Railway, thence by boat. Lately, the greater part of that shipped to Europe has been sent to Sandusky by boat, then by rail to Baltimore and Philadelphia, thence by steamer. The natural export market for everything produced in this district is the United States. On account of the dull times for the last few years in the United States, there has been a corresponding depression here.

IMPORTS.

The following articles are imported from the United States: Bacon, canned meats, corn meal, oranges, lemons, dried fruits, hay, oats, kerosene oil, and lime.

Quite recently, rich finds of gold have been reported at Michipicoten, in this district.

CHAS. MCCALL,
Commercial Agent.

SAULT STE. MARIE, *October 12, 1897.*

STRATFORD.

Stratford, the head of this consular district, is a small city or town of about 10,000 population, situated 115 miles northwest of Buffalo, and about 90 miles west of Toronto. The city is essentially a railway center, containing few and small manufacturing establishments, and is crossed by three branches of the Grand Trunk Railway, whose repair shops are situated here. About one-half of the population are railway employees. The surrounding country has good soil and is chiefly adapted for raising wheat, oats, flax, and roots. There are thirty-three cheese factories in this consular district, employing about 600 people, and the export of cheese for the six months ending June 30 last amounted to \$153,884. The next most important industry is flax manufacture. There are three flax mills in the district, employing about 100 persons.

* In response to circular of August 10, 1897.

The export of flax and tow to the United States from this port for the six months ending June 30 amounted to \$135,150. The other exports will be seen from the statements furnished by me and dated March 31 and June 30, respectively. Besides these, there is a woolen mill, employing about 40 hands, with an annual output of about \$50,000; a shoe factory, employing about 75 men, boys, and girls; a bridge factory, employing about 25 men; a hosiery factory, employing about 40 men and girls; a mill-building company, employing about 35 men; a meat-curing establishment with 30 men, and a cordage factory in course of construction, which when in working order will, it is said, give work to about 75 men. These are the most important industries.

I inclose a tabular statement of the imports from the United States for the last six months of 1896 and the first six months of 1897. These figures have been furnished to me by the local Canadian custom-house officer and are, I presume, authentic.

Imports from the United States, 1896-97.

Articles.	1896.	1897.	Articles.	1896.	1897.
Machinery	\$5,422	\$8,991	Coal	\$45,805	\$17,548
Bicycles	280	1,053	Boots and shoes	787	907
Tools, etc.	573	6,184	Coal oil	1,824	826
Cottons, prints, etc	187	993	Barbed wire	78	2,857
Corsets	152	286	Indian corn	Nil.	3,825
Dress goods	Nil.	160	Carpets	3,928	4,001
Woolens	572	418			

From interviews with local retail dealers, I have ascertained that, were it not for the Canadian tariff, the imports from the United States in boots and shoes, machinery, tools, coal oil, and carpets would at least be doubled, while the imports of prints, cottons, and corsets would almost take the market from the Canadian articles.

Under the new tariff regulations, the duty will be removed from Indian corn and barbed wire after the first of January next, and as corn will not properly ripen in this district, I look to a large import in the near future both in corn and barbed wire.

L. M. SHAFFER,
Consul.

STRAITFORD, September 28, 1897.

WINDSOR.*

The consular district of Windsor, for the purposes of this report, will be considered as embracing the county of Essex, although the consulate at Amherstburg is situated within the county. This district may be described as purely agricultural land, suited by its soil and climate to all branches of farming. In this respect, it is very similar to New York State.

IMPORTS.

The imports from the United States entered for consumption in this district for the fiscal year ending June 30, 1897, amounted to \$1,292,472, and for the previous year \$1,591,064, showing a decrease of \$298,592 in the United States trade. This can be accounted for by the unusually

* In response to circular of August 10, 1897.

large importations of steel rails and iron tubing, used in the construction of a branch of railway and natural-gas mains during the year 1895.

Iron pipe, tubing, rails, and other manufactures of iron and steel, coal, cotton fabrics, drugs, and coal oil are the principal imports from the United States. Woolens are the only articles imported from Europe. Agricultural implements are mostly of Canadian manufacture, but during the past few years, we are introducing plows into Ontario.

EXPORTS.

The exports to the United States from Windsor during the year ending June 30, 1896, were \$814,575, and for the same period in 1897, \$961,754, showing a balance of trade in favor of the United States during 1897 of \$330,718.

The principal exports were whisky, natural gas, staves, beans, and elm logs.

Whisky.—The largest distillery in Canada is located at the town of Walkerville, 2 miles from Windsor. During the past fiscal year, this distillery shipped whisky to the United States amounting to nearly \$300,000. The Canadian law obliges distillers to keep their whisky in warehouses under government supervision at least two years. The people therefore are protected against the sale of new liquors, and to this requirement, the increasing popularity of Canadian whiskies may be partially attributed.

Natural-gas.—Thirty natural gas wells are operated at Kingsville, a small town 30 miles distant from Windsor. The gas is piped to Windsor and thence through pipes under the Detroit River to Detroit. Natural gas is almost exclusively used in this city and in Detroit for heating private residences. The value of natural gas exported to the United States during the past year was \$77,960. The people in the vicinity of Kingsville, realizing that the wells must sooner or later become exhausted, are agitating the Dominion government to prevent the export of natural gas to the United States. This agitation has not sufficiently developed to warrant my giving an opinion as to its probable success. The cost of gas in Windsor is 20 cents per 1,000 cubic feet, and in Detroit 25 cents for heating and 30 cents for cooking purposes. All the pipe used in transporting the gas from where it is generated to where it is consumed is manufactured in the United States, and we find this a good market for gas stoves.

Oil.—During the past five years, oil has been found in several parts of the county of Essex, and from time to time the "oil fever" rages, but no well has thus far produced oil to a marketable extent.

Staves.—The timber in this district being almost entirely hard wood, and the elm found here being especially fitted for cooperage stock, the stave industry has thrived for the past fifteen or twenty years; but the elm forests are rapidly becoming depleted; 150,000,000 feet only of the original stumpage still remains, and it is only a matter of a few years before the manufacture of elm staves will cease. The recent increase in the United States duty on staves has not stopped their export. Larger quantities of elm logs are rafted this year to American stave factories than during 1896. All the machinery used in the manufacture of staves is imported from the United States.

ERADICATION OF HOG CHOLERA OR SWINE PLAGUE.

Eleven years ago, swine plague was by some means introduced to the county of Essex, when 143 farms were declared infected, and until two

years ago, it was allowed to continue to exist and break out periodically. Effective measures were instituted to prevent the extension of the disease, and two months ago the quarantine enforced for the past two years was withdrawn and the plague declared entirely eradicated.

The following quarantine instructions were issued to inspectors:

1. The flooring, divisions, and baseboards of the pens should be removed and any loose boards with which the hogs have come in contact, burned. The surface earth or gravel of the pens and yards should be removed to a depth of 6 inches, freely covered with newly slaked lime and re-covered with fresh earth or gravel.

Orchards or small-sized fields should be plowed.

Lanes and fences should be cleaned in the same manner as the yards and the ground rails of the fences should be burned.

The clothing of all persons who have been attending to or engaged in killing and burning the hogs should be boiled and their boots thoroughly cleaned and soaked in a solution of carbolic acid, 1 to 30 of water.

Visitors should on no account be allowed while the disease exists or till the cleaning has been completed. Horses or dogs from neighboring farms may carry infection to other farms and should therefore be prohibited from entering the premises.

Owners will act in their own interest by following out the directions here given, as inspectors can not make a report recommending the removal of the quarantine till they are satisfied that disinfection has been thoroughly done.

WAGES.

There has been a general decline in the rates of wages paid to all classes of farm laborers, especially in the case of those boarded. Workmen employed by the year have received an average of \$150, or \$6 less than in the previous year, while to those without board \$246 has been paid. The general expression of opinion is that wages will rise, in sympathy with the present higher prices of all kinds of farm produce.

The existing rates of wages are:

Laborers, per day.....	\$1.00 to \$2.00
Domestic servants, per month.....	6.00 to 12.00
Mechanics, per day.....	1.25 to 2.50
Clerks and bookkeepers, per month.....	40.00 to 75.00
Conductors, engineers, and brakemen, per month.....	50.00 to 175.00

MEANS OF EXTENDING UNITED STATES TRADE.

It would be difficult to suggest a means of extending our trade in this district. Transportation facilities are good; business methods are identical with ours, and its close proximity to the United States would make it as good a market for our goods as the State of Michigan were it not for the tariff.

JULIUS G. LAY, *Consul.*

WINDSOR, *October 16, 1897.*

BRITISH COLUMBIA.

VICTORIA.*

The volume of business in this consular district has been considerably larger during the first six months of 1897 than for several preceding years, somewhat owing to the Klondike gold excitement. There has been quite an influx of new citizens also during the current year. Mer-

* In response to circular of August 10, 1897.

chants report collections better, and the general feeling among them is that trade is greatly improving, sharing the revival in American business circles.

Owing to the new tariff, the exports to the United States have been somewhat smaller since August 1 than heretofore, but this will soon recover its normal condition and increase again with the return of prosperity.

EXPORTS TO THE UNITED STATES, THIRD QUARTER, 1897.

The digest of the invoice book at the United States consulate at Victoria shows the following as the value of the declared exports from Victoria consular district to the United States during the quarter ending September 30, 1897:

Drugs	\$1, 615. 59
Fluid beef	687. 17
Furs, hides, and skins	21, 318. 72
Gold bullion	96, 961. 56
Indian curios	2, 059. 55
Liquors	2, 120. 38
Returned American goods	2, 670. 44
Yellow metal	236. 60
Miscellaneous	81. 00
Total	127, 751. 01
Total for same quarter in 1896	153, 217. 56
Decrease	25, 466. 55

IMPORTS AND EXPORTS.

The imports and exports at Nanaimo and Victoria for the fiscal year ending June 30, 1897, are as follows:

IMPORTS.

	Nanaimo.	Victoria.
Leaf tobacco	\$4, 065	\$13, 254
Dutiable goods	141, 351	1, 871, 138
Free goods	54, 878	869, 687
Total	200, 294	2, 754, 079

EXPORTS.

Coal mines	\$2, 445, 397	\$351, 308
Fisheries	689	1, 060, 527
Lumber, etc.	155, 272	31, 152
Animals and their produce	1, 661	235, 115
Agricultural products	25	23, 641
Manufactures	6, 073	80, 340
Miscellaneous		61, 944
Coin bullion		166, 797
Total, 1897	2, 609, 097	2, 610, 794
Total, 1896	2, 530, 534	2, 490, 391
Increase	78, 563	120, 303

Exports and imports at the port of Victoria for the year 1897.

EXPORTS.

	Produce of Canada.	Produce not of Canada.
<i>Quarter ending March 31.</i>		
Produce of the mines	\$24, 735	\$118
Produce of the fisheries	5, 774	.....
Produce of the forest	3, 334	.....
Animals and their produce	25, 094	100
Agricultural products	3, 861	206
Manufactures	3, 056	10, 038
Coin .....	.....	26, 556
Total	75, 854	37, 018
<i>Quarter ending June 30.</i>		
Produce of the mines	76, 261	67
Produce of the fisheries	17, 468	.....
Produce of the forest	4, 842	42
Animals and their produce	53, 241	100
Agricultural products	3, 830	9
Manufactures	2, 847	23, 071
Miscellaneous articles .....	.....	548
Coin .....	.....	13, 148
Total	158, 590	36, 985
Grand total	234, 444	74, 003
Total exports to all countries for six months ending June 30, 1897		
Total exports for year ending June 30, 1897		\$308, 447
		2, 610, 794

IMPORTS.

From—	March 31.		June 30.		Total.
	Dutiable.	Free.	Dutiable.	Free.	
United Kingdom	\$147, 205	\$150, 777	\$116, 038	\$250, 650	\$664, 670
United States	234, 511	23, 170	318, 237	127, 656	703, 574
France	1, 208	.....	3, 757	20	4, 985
Germany	836	.....	2, 954	4	3, 794
Australia	1, 422	3, 191	1, 570	1, 496	7, 669
Arabia	1, 512	.....	.....	.....	1, 512
Austria	445	.....	.....	.....	445
Java .....	.....	.....	2, 707	.....	2, 707
Cuba	5, 148	.....	4, 692	.....	9, 840
Central America .....	.....	.....	17, 934	.....	17, 934
Brasil	13, 770	.....	.....	.....	13, 770
Switzerland	66	.....	.....	.....	66
China	60, 958	2, 409	65, 119	1, 520	130, 015
Japan	11, 956	288	2, 968	145	15, 357
India	805	4, 746	897	696	7, 134
Straits Settlements	10, 353	.....	.....	.....	10, 353
Sandwich Islands	89	58	150	678	975
Grand total .....	.....	.....	.....	.....	1, 594, 801

Imports from the United States.

Sept. 30, 1896:		
Dutiable		\$217, 349
Free		45, 978
Dec. 31, 1896:		
Dutiable		239, 149
Free		28, 301
Total		530, 777
Fiscal year ending June 30, 1897		1, 234, 351

COLLIERIES.

The three collieries on Vancouver Island, viz, Nanaimo, Wellington, and Union, during the six months ending June 30, 1897, exported coal to the United States to the value of \$1,253,962; to the Hawaiian Islands, \$14,216; total exports of coal, \$1,268,178.

The above shows a decrease as compared with the corresponding period of 1896 of \$51,547 to the United States and \$4,448.50 to the Hawaiian Islands.

MINE PRODUCTIONS.

During the year ended December 31, 1896, the mines of British Columbia produced as follows:

	Quantity.	Value.
Gold	62, 259 ounces	\$1, 244, 180
Silver	3, 135, 343 do.	2, 100, 689
Lead	24, 199, 977 pounds	721, 884
Copper	3, 818, 556 do.	190, 926
Total		4, 257, 179
Total, 1895		2, 842, 897
Increase		1, 914, 782

Licenses in the city of Victoria.

Agents for outside firms, six months	\$50. 00
Theatre or concert hall seating 975, each, six months	300. 00
Seating less than 975, each, six months	200. 00
Seating less than 400, each, six months	100. 00
All trades, six months	5. 00
Road tax, annually	2. 00
Dog tax, annually	2. 00
Saloons and hotel bars, six months	100. 00
Restaurant bars, six months	25. 00
Billiard tables, each, six months	5. 00
Bowling alleys, six months	5. 00
Opium, six months	250. 00
Wholesale or retail market, six months	50. 00
Retail trade, six months	5. 00
Fur trader, six months	50. 00
Peddler, six months	20. 00
Each exhibition theater \$5 per month, six months	30. 00
Express, gas, telephone, electric-light, and street-railway companies, each, six months	50. 00
Each insurance and loan society, six months	50. 00
Laundry, six months	5. 00
Pawnbroker, six months	125. 00
Each cab or wagon, six months	2. 50
Livery stable, six months	10. 00
Pack train or coach (over 6), six months	5. 00
Pack train or coach (less than 6), six months	2. 50
Banks, yearly	400. 00
Solicitor (lawyer), six months	12. 50
Land agent and conveyancer, six months	12. 50
Auctioneers, six months	50. 00
Circus or menagerie, per day	100. 00
Wax works or tricks, per day	5. 00
Stevedore, six months	50. 00
All trades not mentioned, six months	5. 00

PILOT FEES.

	Per foot.
Inside or north of Race Rocks to Royal Bay	\$0. 75
Beechy Head to Royal Bay	1. 50
Pillar Point to Royal Bay	3. 00
Cape Flattery to Royal Bay	6. 00
Entering or clearing Victoria or Esquimalt Harbor:	
Under sail	3. 00
Under steam	2. 00
Steamers	1. 50

On all regular line ocean steamships, to the outer wharves of Victoria Harbor, carrying mails and (or) freight and (or) passengers, on the inward voyage, \$1 per foot in and the same out; and upon all such vessels on the outward voyage (i. e., after returning from terminal port in British Columbia or Puget Sound), provided that they have called at the port of Victoria on their inward voyage, the rate is 50 cents per foot in and the same out; but if they have not called at said port on their inward voyage, then the full rate of \$1 per foot each way is charged.

PORT REGULATIONS.

The charges for anchoring in "Royal Roads" or off the entrances of Victoria or Esquimalt harbors, and using either of the ports for any purpose, are—

For every ship of 50 tons register or under	\$0.50
Over 50 and not over 100 tons register	1.00
Over 100 and not over 200 tons register	1.50
Over 200 and not over 300 tons register	2.00
Over 300 and not over 400 tons register	2.50
Over 400 and not over 500 tons register	3.00
Over 500 and not over 700 tons register	4.00
Over 700 tons register	5.00

Such fees, however, are not payable for any ship more than twice in each calendar year (that is, the year commencing on the 1st day of January and ending on the last day of December), whatever the number of ports or harbors at which she may arrive or pass through, or the number of times of her so arriving or passing through them, or any of them.

Wharfage is charged at the rate of 50 cents per ton. Large cargoes are less, subject to special agreement. The fee for docking is \$4 for the first 200 tons, and half of 1 per cent for each additional ton; when vessels have large cargoes charges for docking are waived.

During the past year, a light was placed at the entrance of Chemainus Harbor. Two beacons (daylight marks) were established at Burrard Inlet. A stone beacon was built on Beacon Rock, Nanaimo. At False Narrows the channel has been marked by spar buoys and pile beacons. The stone beacon with electric light on Brothie Ledge is nearly completed. It is proposed to establish a light and fog alarm at the entrance to the First Narrows, Burrard Inlet, and a light on the Sisters Rocks in the Gulf of Georgia.

VICTORIA SHIPPING STATISTICS.

The following shows the number and tonnage of vessels employed in the Canadian coasting trade, and the number of persons employed on such vessels, which arrived at and departed from Victoria during the year ending June 30, 1897:

	Number.	Tonnage.	Crew.
Vessels arrived	1,367	476,379	26,635
Vessels departed	1,413	498,233	27,203

Vessels entered outward for sea at Victoria during year ending June 30, 1897.

	Number.	Tonnage.	Crew.
With cargo	669	466,958	23,921
In ballast	626	394,038	21,728

Vessels entered inward from sea during the year ending June 30, 1897.

	Number.	Tonnage.	Crew.
With cargo.....	1,002	590,198	32,201
In ballast.....	334	337,410	14,451

Number and tonnage of vessels built and registered at Victoria during the year ending June 30, 1897.

	Number.	Tonnage.
Built.....	9	631
Registered.....	8	3,914

TOBACCO.

No plug tobacco is manufactured here. The raw leaf is imported in considerable quantities for the manufacture of cigars, and a dozen small factories supply only a small portion of the trade.

The recent tax of 10 cents per pound imposed on raw leaf unstemmed, and 14 cents per pound on raw leaf stemmed, has had the effect of closing up the large factories here, which at one time gave employment to from 50 to 100 persons.

Until June 29, 1897, raw leaf tobacco was free. Very little chewing tobacco is used in this district. The population largely uses smoking tobacco, which is supplied principally from eastern Canada through the American Tobacco Company, but within the last two years English smoking tobacco has been introduced, and the demand for it is steadily increasing. It is packed in small tin cans, easily handled and opened, and varying in weight from 1 ounce to one-half pound. There are three grades—mild, medium, and strong—and consumers regard the flavor as having special excellence.

The internal-revenue collections in this district for the year ended June 30, 1896, from all articles subject to tax, were \$167,519.57. For the year ended June 30, 1897, they were \$156,157.24.

The vast withdrawal from bond just prior to the passage of the last revenue act tended greatly to increase the collections for the past year.

Spirituous liquors and cigars entered for consumption from July 1, 1896, to June 30, 1897.

Spirits.....	proof gallons..	52,861.11
Spirits, exported.....	do.....	2,755.87
Malt.....	pounds..	1,308,163
Manufactured tobacco.....	do.....	138,727
Manufactured tobacco, exported.....	do.....	5,113
Raw leaf tobacco.....	do.....	48,511
Cigars, ex-warehouse.....	number..	317,850
Cigars, ex-factory.....	do.....	1,225,090
Malt liquor.....	gallons..	695,371
Petroleum.....	do.....	44,466
Total receipts.....		\$156,157.24

COMMERCIAL CREDITS.

The fact is evident, and so stated by the principal dealers here, that business with and purchases of merchants in the United States are increasing, owing mainly to the superior quality of our manufactured

goods and prepared foods, and the excellent manner in which they are prepared for market. This, too, in spite of the longer credit which is regularly given by eastern Canadian firms. American firms give twenty, sixty, and ninety days' time, the average being sixty days; whereas many merchants here are now contracting goods from eastern Canadian and British wholesale dealers, to be delivered in Victoria in February, the understanding being that bills for same are to be dated as of April 1, and mature in four months, thus giving six months' time. An impression also exists, which is fostered by those interested, that American houses are less lenient when dull trade renders the merchant short of funds, when notes become due, and are more apt to close up and embarrass their slow customers than Canadian and British houses.

QUARANTINE REGULATIONS.

Victoria quarantine station is located at Williams Head, on the Straits of Fuca, and is 9 miles from Victoria. It is equipped with modern appliances, and very effectually accomplishes the most important purpose of its existence, namely, the prevention of the introduction of diseases prevalent in China and Japan. It is not only a protection to British Columbia and Canada, but also to the United States. The great majority of vessels bound for Puget Sound ports make Victoria the first port of call, and consequently the service of the Victoria station is first utilized. The methods and processes of fumigation and disinfection are applied before the vessel can proceed, if she is from an infected port, and upon its arrival at our quarantine station at Port Townsend, Wash., there is little to be done. The physician in charge here is competent and well versed in his work, and with a rigid inspection by him here and a careful examination by our quarantine officers, the cities of Puget Sound should always escape the importation of epidemic diseases.

The general provisions of the quarantine regulations in the Dominion of Canada are as follows:

Every vessel arriving from any port outside of Canada at any organized quarantine station shall be inspected by a duly appointed quarantine officer, at the place duly appointed for such inspection, and shall not be allowed to make customs entry at any port in Canada until it has received a clean bill of health.

Coasting vessels from Newfoundland and ports in the United States contiguous to Canada, and free from infectious diseases, may from time to time be excepted from the regulations by order of the minister of agriculture.

Every quarantine officer shall satisfy himself as to the presence or absence of infectious diseases by the personal inspection of those on board or by the sworn statement of the captain or surgeon, according to form prescribed.

A vessel may be quarantined for disinfection during the time necessary for that purpose.

Every passenger shall be required to furnish evidence to the satisfaction of the quarantine officer of having been vaccinated or of having had the smallpox.

If smallpox occurs on board of vessel, every passenger not having satisfactory evidence of having been vaccinated within seven years previous or of having had the smallpox within that period shall be vaccinated by the quarantine officer.

At every port at which there is no regular quarantine station, the

collector of customs at such port shall be the quarantine officer for the purposes of the regulations.

Every collector of customs or customs officer shall be liable to penalty of \$400 or imprisonment for six months for allowing customs entry of any vessel in the absence of production of quarantine clearance, in accordance with the requirements of the regulations.

The whole of the quarantine service of Canada is under the administration of the minister of agriculture.

SALMON PACKING.

The present year has been a record breaker in the salmon-packing line. As usual every fourth year, the last big run occurring in 1893, a big run was expected this season, but it far surpassed expectations and preparations for their packing. Indeed, countless hordes of salmon came into the Straits of Fuca and ran up the rivers. For the first time, more fish were killed and thrown away by the gill-netters on the Fraser River than were canned. It is claimed that more salmon were caught and thrown away than were canned. No one was prepared for such a flood of salmon. The canneries ran night and day, but were utterly unable to cope with the fish, which came in greater quantities than ever before known. The Fraser River canneries put up 878,690 cases this year, against 314,935 in 1896, an increase of 463,715 cases. The pack of the entire coast is divided as follows:

	Cases.
Puget Sound.....	394, 000
Fraser River (sockeye).....	878, 650
Red Alaska.....	1, 000, 000
Northern rivers, British Columbia.....	150, 000
Columbia River (over 80 per cent Chinook).....	484, 000
Total	2, 907, 150

Almost the entire pack of British Columbia is sent from Victoria around Cape Horn to London, England, on consignments. Inferior salmon, refused by the canneries, were salted in large quantities and sent to China and Japan, where it is reported they have met with ready sale.

The tin used in these canneries is in no whit superior to that now manufactured in the United States; and a large quantity of the tin used will eventually come from our manufactories, under the present tariff laws.

GENERAL BUSINESS.

The most important improvement on the island during the present year is that now being made by the Esquimalt Water Works Company, whereby water is to be carried and power transmitted 12 miles, from Goldstream to Victoria. The company will furnish 300 horsepower to drive the electric dynamos for the Victoria street cars. The waterworks company has for years owned a reservoir 1,500 feet above the sea level, which covers 135 acres, has storage capacity of 1,256,000,000 gallons, and could easily furnish 9,000,000 gallons of water daily during the dry season.

The source of supply is from Sooke Hills, which form a large lake called Goldstream, 2,100 feet above sea level, and the supply is practically inexhaustible. The water will be carried 6,500 feet from the reservoir through a 30-inch steel main, starting 1,115 feet above sea level,

and delivered to the street-car company at their works, 465 feet above sea level, and there furnish the power to drive the great wheels of the dynamos. Work is now in progress and is expected to be completed this year. The steel main and the other necessary adjuncts are expected to cost \$50,000; and when this is done the street-car company expect to spend \$75,000 in improving their power houses, adding another Pelton wheel (which is of United States manufacture), and double-tracking their road on the principal streets here.

These companies are controlled and operated by British capital. The steel plate for the main comes from England, although Pittsburg would have received the contract but for the difference in freight. The plate comes around Cape Horn in sailing vessels much cheaper than by railroad from the place of manufacture in the United States.

During 1896, there were 36,821 acres deeded to individuals in British Columbia, but there yet remains Government land in the Province to the extent of 225,000 acres, besides many thousand acres granted to railroads and for sale to settlers at almost nominal figures.

13,092,261 feet of lumber was shipped from Vancouver Island during 1896, valued at \$101,791. During first six months of 1897, 9,202,417 feet of lumber was exported, valued at about \$60,000.

The discoveries of gold in the Klondike and other regions of the extensive Northwest, the passage of prospective miners through here en route, and the fact that ships from mining points make their first stop here, have rendered Victoria more important than ever.

One result of this is the contracting for a new three-line cable to the mainland, now on its way here from England. The line is to run the whole length from Vancouver to Victoria, via Nanaimo, and be controlled by the Canadian Pacific Telegraph Company. The line is to be completed this year at an estimated cost of \$75,000.

Another telegraph project on foot is to connect Victoria with Anacortes, U. S. A., by cable, under Western Union Telegraph Company, and is warmly favored by the business men of this city.

TRADE WITH AMERICAN CITIES.

Steamers run daily between Victoria and Seattle and other American ports, and considerable retail trade is done in spite of the Canadian tariff. More would undoubtedly be transacted, and larger purchases made, but for the custom of banks and merchants in the United States who refuse to take Canadian silver or currency at more than 80 cents on the dollar. On the island, no difference is made; American and Canadian currency and silver are freely taken at par, merchants being indifferent as to which Government stamp is on it.

Manufactured articles from the United States are the leaders here in spite of the tariff. Most of the hardware offered for sale in the stores is from the United States. The largest dealers here keep lamps, chimneys, etc., from the United States, finding them preferred by their customers.

United States manufacturers about monopolize the trade in bicycles, typewriters, agricultural machinery, and locomotives, while guns, sporting goods, and sewing machines of American manufacture are generally pronounced superior to any other, and command higher prices.

Smoked and dried meats, extracts, canned goods, and dried fruit from the United States are preferred above all others, are generally put up better, and command best prices.

No license or charge is made to United States salesmen who sell to dealers; but a license of \$50 is charged all nonresidents who sell, by sample or otherwise, to individuals.

As is well known, this is a mineral and not an agricultural locality; most of the provisions are imported direct from the United States, including eggs, poultry, butter, cheese, mutton, and beef. Even condensed milk and ordinary vegetables and fruit are purchased in the States.

ABRAHAM E. SMITH, *Consul.*

VICTORIA, *October 15, 1897.*

VANCOUVER.

GEOGRAPHICAL.

The following report shows the condition of commerce and industries in this consular district for the year ending June 30, 1897, so far as it is possible to present the same with accuracy: This consular district embraces the whole of British Columbia with the exception of the southern portion of Vancouver Island, upon which is situated the consulate at Victoria, and the consular agency at Nanaimo, which is under the jurisdiction of the Victoria Consulate. The territory embraced in this consular district extends from Calgary (on the eastern side of the Rocky Mountains) on the east to the Pacific Ocean on the west, and extends as far north as there are settlements. On the south it is bounded by the States of Montana, Idaho, and Washington. A consular agency at Union, on the northern portion of Vancouver Island, has been established for several years. Another consular agency was established at Rossland, in the southeastern portion of this province, in October last. Both these agencies are subordinate to this consulate. This consular district embraces about 300,000 square miles of territory.

IMPORTS.

The total imports to this consular district from all countries for the year ending June 30, 1897, was 43 per cent larger than for the year ending June 30, 1896. The increase of imports from the United States during the last year was 42 per cent larger than for the year preceding. Imports from Great Britain were 27 per cent larger than the year before, while from all other countries the increase was 63 per cent. The imports from other countries than the United States and Great Britain amounted during the last year to \$733,021. The increase in articles imported from countries other than the United States and Great Britain consists of raw sugar, imported from Peru and refined in Vancouver. This amounted to \$164,908 for the last year, none having been imported the year before. There has also been some increase in the imports of frozen meats and fruits from Australia and tea from Asia.

IMPORTS FROM EASTERN CANADA.

The above statistical table does not show the imports from the eastern provinces of Canada, as such imports come in without payment of duties, and there is no record thereof which is accessible to me. As those who export articles from eastern Canada to British Columbia have no duties to pay they enjoy a very great advantage over exporters

in the United States. There is a very large amount of goods that reach this province from the United States through the exporters of the eastern provinces. These articles are first imported to Montreal, Toronto, and other eastern Canadian cities from the United States, the duties paid there, and the articles are subsequently exported, with native productions, to this district.

The Canadian Pacific Railway, with its numerous hotels, steamships, and dining cars; the Hudsons Bay Company, which has many stores throughout Canada, one of its best equipped being located here; and other corporations purchase, through their agents in eastern Canada, large quantities of articles from the United States, which are subsequently consumed in this district, the amount of which no accurate estimate can be secured.

IMPORTS OF FOOD PRODUCTS.

The mountainous character of the larger portion of this consular district, and the great expense of clearing and preparing land for agriculture, make it necessary for the people of this consular district to import the larger portion of the articles of food which they consume. It is asserted that fully four-fifths of the food supply consumed in British Columbia is imported. Eastern Canada and the United States are the chief competitors for this trade.

The United States is now furnishing, as appears from the table above, very considerable amounts of breadstuffs, salted and preserved meats, fruits, and vegetables. The demand for productions of this kind will undoubtedly be largely increased almost immediately, as there are undoubted evidences that a very large number of persons will make Vancouver their outfitting and starting point for the valley of the Yukon in the early spring.

MANUFACTURES OF IRON.

The machinery and mechanics' tools used in the Province came almost entirely from the United States and eastern Canada. So far as I can learn, about an equal amount is supplied by each. Considerable bar iron and heavy hardware comes from Great Britain. Shelf hardware and the very large amount of other manufactures of iron, which are not enumerated separately in the above table, are supplied, very largely, by the United States. A very considerable quantity of steel rails has very recently been exported to the eastern portion of this Province from the United States, to be used in construction of the Crow's Nest Pass Railroad, a branch of the Canadian Pacific Railway. There is unquestionably a growing demand for machinery, tools, large and small, hardware, and other manufactures of iron, and the exporters in the United States may secure their full share of this trade if they make themselves familiar with the requirements of the market and make their goods and their prices known to the trade.

TIN PLATE.

A very large amount of tin plate is used in the canning of salmon in this district. It appears in the table above that this came, during the last year, in about equal quantities from the United States and Great Britain. I am informed, however, that it is all English tin; that the portion imported to this Province from the United States was first

imported to San Francisco and other United States ports from Great Britain and subsequently exported here, a drawback or refunding of the duty paid being allowed.

One of the largest importers of tin plates here told me a short time ago that he had never had any tin plate, manufactured in the United States, offered him. So much tin plate is used here that I am surprised that the manufacturers in the United States have not yet made an effort to secure this market for their goods. The tin plate imported directly from England to this port comes in sailing vessels around Cape Horn.

PETROLEUM AND OTHER OILS.

Nearly all the refined petroleum used for illuminating purposes in this Province is imported here from the United States. A small quantity of refined petroleum is supplied from wells in the Province of Ontario. Olive oil is imported from the United States and eastern Canada. A very considerable portion of the lubricating oil imported here comes from Great Britain, although it is probable that the largest portion comes from the Province of Ontario.

CARPETS.

But a small proportion of the carpets sold here come directly from the United States. The largest quantity is imported directly from Great Britain. I have heard but one objection to carpets manufactured in the United States. This is, that the United States manufacturers are not able to give their carpets fast colors, and that they will fade much more quickly than those made in England. The designs and patterns of the English carpets sold here do not seem to me to be nearly as tasteful and beautiful as those manufactured in the United States. I fear the reason for so small a sale of carpets made in the United States is due more to the lack of enterprising solicitation of the trade by United States manufacturers than to any other cause. Another element in this trade is the considerable amount of rugs, carpets, matting, etc., coming from China and Japan and other Eastern countries. It may appear that I have taken up much space in this report upon a matter of little importance. Nevertheless, there is a very large quantity of carpets and rugs sold here, come from where they may. I am of the opinion that a considerable portion of the carpets come from the United States through wholesale houses in eastern Canada. It would be to the interest of our manufacturers to sell directly to the merchants in this Province. The slight prejudice which seems to exist can easily be overcome if an earnest effort is made.

GENERAL REMARKS UPON IMPORTS.

There is no question that this consular district presents a very rapidly growing market. While the exporters of the United States now receive a very considerable trade here, there is no question that such trade may be very largely increased by proper effort.

A number of large merchants and manufacturers in eastern Canada maintain resident agents here, who are supplied with full lines of samples of their wares. These agents canvass the Province regularly, take orders, and look after the interests of the firms they represent, while accommodating their customers by bringing the opportunity to examine samples, secure prices, and place orders to their doors. It is probable that some efforts of a similar character on the part of the larger exporters from the United States would prove profitable in large measure.

This city is one of the points for outfitting and starting for the gold fields in the valley of the Yukon. It will be a still more favorable point for such persons, especially those from eastern Canada and the Northern Atlantic States, if the plans already formulated are executed, as now seems almost certain they will be. A very large portion of the supplies which miners take with them ought to be supplied to the merchants who sell them here by exporters in the United States.

EXPORTS.

The chief exports from this consular district consist of gold, silver, copper and lead, lumber, coal, and canned salmon. The statistical table above shows a considerable falling off of exports of lumber, furs, and coal. A decision of the United States Treasury Department in 1896, requiring the payment of duty upon all lumber improved in any way from its rough state, accounts for the diminished exports. Shipments of lumber have since then been confined to bridge timber and other rough lumber.

The falling off in the exportation of furs seems to be due simply to the fluctuations of trade. But the fact that many trappers and hunters were attracted from their usual avocation to the gold fields in the valley of the Yukon, and others have been engaged in prospecting for precious metals in this province, may, perhaps in part, account for the decrease.

Canned salmon is not exported to the United States in any considerable quantity. Fresh salmon, sturgeon, halibut, and other deep-sea fish are shipped in large quantities, packed in ice, or in refrigerator cars, to the Eastern cities of the United States.

The deep-sea fishing is a growing industry, and will continue to hold an important place in the exports from this district. It is my purpose to make a thorough investigation of this industry and submit my findings in a special report.

An interesting fact in relation to the salmon fishing in the Frazer and other rivers in this district seems important enough to receive notice in this report. Formerly, there was one year in every five in which but few salmon came to these rivers. The last season was, in the natural course, to be the barren year. But it was one of the most productive ever known. Although the money value of the salmon exported has been less than the preceding year, the amount of salmon has been larger. It is considered certain that the system of artificial hatching has increased the run of salmon to an extent which makes the present supply larger than ever before, notwithstanding the large catch made each year. I shall take an early opportunity to visit the hatcheries and submit a special report upon the facts ascertained.

MINERAL PRODUCTIONS.

This consular district is essentially a mineral region. Development of the mineral resources is going forward with great rapidity, as is shown by comparison of the shipments of the last year with those of the year preceding. Notwithstanding a falling off in exports of lumber, furs, salmon, etc., the total exports from this district were 35½ per cent larger during the year ending June 30, 1897, than they were during the year preceding. This fact is due to the very great increase in exportation of ore and bullion containing gold, silver, copper, and lead.

There is a constant development of the mining regions going forward, especially in the southeastern portions of this Province. The produc-

tion of gold, silver, and copper were nearly double those of the preceding year. There is every evidence to show that there will be just as large an increase for the year we have just entered upon. Notwithstanding a constantly diminishing price of silver, the product has increased 46 per cent in money value over that of the year ending June 30, 1896.

GENERAL REMARKS.

Section 17 of the new tariff schedule issued by the Dominion Government on the 29th of June, 1897, provides for preferential and lower rates of duty upon articles coming from England and other countries which admit the productions of Canada "on terms which, on the whole, are as favorable to Canada as the terms of the reciprocal tariff herein referred to are to the countries to which it may apply," etc. This clause does not affect the trade of this consular district for the last year. When it shall appear to me that this clause in the Canadian tariff act affects the trade between the United States and this district, I shall at once bring the matter to the attention of the Department in a special report.

New works for the treatment of ores are being put in operation at different points. It is now settled that a very large smelter is to be built on Burrard Inlet, opposite this city. Vancouver has decided to extend some unusual privileges to this enterprise, and has also subscribed for a considerable amount of the capital stock of the company. New smelters are now in operation at several points in the southeastern portion of the Province. The Le Roy mine, located at Rossland, British Columbia, has nearly completed its new smelter, said to be a very large one, with all modern appliances, at Northport, in the State of Washington, just across the boundary line between British Columbia and the State of Washington. The new works at Five-Mile Point, near Nelson, at Robson, at Trail, and other points, are all doing important service in developing the mines of that region.

During the last year, very many important steps have been taken in providing increased transportation facilities for different points in the Province. The opening of the Slocan extension of the Canadian Pacific Railway gives an opportunity for the shipment of ore from a region that was almost barred from making shipments before. The most important development of transportation facilities is the Crow's Nest Pass Branch of the Canadian Pacific Railway, which leaves the main line on the eastern side of the Rocky Mountains, and pushing through the difficult canyons and passes, will enter the mining region in the southeastern portion of British Columbia, thereby affording an opportunity for direct shipment to eastern points over that line. A party of officials of the Canadian Pacific Railway, with surveyors, has just returned from a tour of investigation up the Stickeen River route to the gold fields in the valley of the Yukon. It is understood here that a road will be built immediately from the valley of the Stickeen River to Teslin Lake, and that the Canadian Pacific Railway will put on a line of steamships from Vancouver to the starting point of the railway. This will give a route entirely within Canadian territory to the gold field in the British Northwest Territory. There is another railway projected, and many people here are of opinion that its construction will be commenced at an early day. It is proposed to construct a line from the mineral district in the southeastern portion of the Province, from Nelson, Rossland, or some other point, directly through the southern portion of the Province to some point on tide water south and west of Vancouver.

From the honorable Colonel Baker, minister of mines for the pro-

vincial government of British Columbia, I learn that a basin extends through the center of the Province from the point where the Columbia River crosses the boundary line between British Columbia and the State of Washington to the valley of the Yukon with only three watersheds, and these divides are of easy grade. Almost the whole distance of this basin has been proved to be rich in the precious minerals. This whole district is in process of development. There are many obstacles, and large capital will be required, but enough is already known of the district to make it certain that rich rewards await those who will undertake to forward the development of this region. A portion of the region described above is very valuable agricultural land. With the demand for the products of the soil that is sure to manifest itself as this region is developed, there can be no doubt that farmers will reap a rich harvest.

A new industry has recently been established in the city of Vancouver. It is the canning of crabs, which are caught in traps. Already about 40 men are employed in this industry, and they can about 25 cases each day, containing each four dozen cans. It is believed that this industry will increase very rapidly.

There is no question that this consular district presents unusual opportunities for development and that capital judiciously invested here will reap a great reward. Labor is also well rewarded, for there is a greater demand for labor, especially for skilled labor, than can be supplied. The cost of living in this consular district is much greater than in the cities of the eastern portion of the United States. Domestic servants command nearly twice the wages paid in Washington, D. C., New York City, or Boston.

There is no prejudice here which will prevent the sale of goods produced in the United States if the merchants can be convinced that the quality and price of the goods are as advantageous to them as the goods furnished from eastern Canada, Great Britain, and other points.

I would most earnestly recommend the merchants and manufacturers of the United States to canvass this market more thoroughly than they have heretofore done. I am sure they will be rewarded for earnest efforts in this behalf.

L. EDWIN DUDLEY, *Consul.*

VANCOUVER, November —, 1897.

Imports to and exports from the consular district of Vancouver during the fiscal years ending June 30, 1896, and June 30, 1897.

IMPORTS.

Articles.	1896.	1897.	Imported from—			
			United States, 1896.	Great Britain, 1896.	United States, 1897.	Great Britain, 1897.
Ale	\$25,526	\$30,415	\$21,272	\$4,254	\$26,549	\$3,866
Animals	66,659	79,426	65,260	.....	79,212	5
Baking powder	13,544	17,898	13,544	.....	17,898	.....
Books	8,657	12,948	8,450	2,153	11,251	1,363
Brass, manufactures of	8,060	11,142	2,528	414	10,821	280
Breadstuffs:						
Biscuits.....	7,322	9,925	7,217	105	9,706	89
Beans.....	5,835	5,945	5,703	.....	5,796	.....
Oats.....	19,769	15,043	19,769	.....	15,043	.....
Wheat.....	16,890	4,551	16,890	.....	4,551	.....
Bran, mill feed, etc.....	24,024	9,840	24,024	.....	9,840	.....
Flour.....	27,985	27,298	27,985	.....	27,298	.....
All other breadstuffs	49,140	57,529	14,063	36	13,462	92
Candles	17,272	27,063	16,829	443	27,855	502
Carriages	36,956	33,962	36,956	.....	33,702	62

Imports to and exports from the consular district of Vancouver during the fiscal years ending June 30, 1896, and June 30, 1897—Continued.

IMPORTS—Continued.

Articles.	1896.	1897.	Imported from—			
			United States, 1896.	Great Britain, 1896.	United States, 1897.	Great Britain, 1897.
Cement	\$1,286	\$5,602	\$645	\$641	\$3,015	\$2,587
Coal	10,455	15,613	9,510	935	15,613	.....
Coffee	23,974	25,871	22,977	997	25,871	.....
Copper, manufactures of	1,027	5,216	905	122	5,160	38
Cotton, manufactures of:						
Fabrics, dyed	8,733	5,748	1,012	7,637	1,378	4,370
Fabrics, white	2,360	2,908	1,469	891	1,787	1,126
Shirts	2,099	3,724	539	1,149	1,040	3,562
Clothing	6,308	10,862	4,073	1,473	9,279	1,583
All other manufactures of cotton	6,370	11,629	2,017	3,351	8,037	3,592
Curtains	1,493	1,991	823	654	800	1,044
Drugs, dyes, etc.	32,054	27,151	5,361	919	7,061	1,157
Earthenware and china	6,116	14,653	1,896	2,372	5,191	7,654
Fish, salt and preserved	13,762	30,479	12,375	169	28,621	1,122
Oysters	7,375	15,183	7,375	.....	15,183	.....
Hemp and flax, manufactures of	10,307	17,328	3,506	2,736	8,956	3,675
Fruits and nuts	112,947	140,523	106,347	56	133,743	209
Glass	16,296	24,374	10,052	4,457	17,288	6,877
Gloves of all kinds	2,024	2,253	238	1,786	789	1,454
Gunpowder and explosives	17,163	27,692	16,239	924	25,823	869
Gutta-percha and rubber, manufactures of	8,688	13,161	7,769	919	10,783	1,374
Hats, caps, etc.	2,151	7,472	1,130	906	6,249	1,145
Hops	347	813	847	.....	813	.....
Ink	820	1,568	553	267	1,315	210
Iron, manufactures of:						
Machinery	83,075	109,942	82,014	1,061	106,049	3,706
Bar iron	17,153	35,030	11,429	6,724	17,104	17,658
Sheet iron and steel	16,206	16,884	3,143	13,063	12,280	4,704
Tools, mechanics	14,694	44,929	14,475	319	43,826	1,103
Firearms	8,454	9,220	7,452	1,022	5,335	2,629
All other manufactures of iron	192,896	254,965	175,864	16,467	232,317	16,736
Lead in blocks and sheets	5,385	14,586	94	5,391	4,210	7,983
Lead pipe	79	1,164	11	69	190	974
Boots and shoes	11,932	16,070	8,382	2,928	12,617	2,017
All other manufactures of leather	16,580	13,247	15,372	826	12,951	265
Malt	8,738	13,618	8,738	.....	13,618	.....
Oils:						
Petroleum	46,053	35,993	46,053	.....	35,993	.....
Olive	689	633	568	121	507	53
Lubricating	17,666	19,156	12,323	5,343	11,691	7,165
Oilcloth	1,018	926	132	886	99	827
Paints	1,558	2,762	1,085	473	2,354	408
Paper, manufactures of	10,047	22,883	8,313	590	20,139	1,339
Provisions:						
Butter	41,253	35,574	39,943	.....	35,574	.....
Cheese	948	3,243	908	44	3,326	17
Lard	7,921	11,660	7,921	.....	11,660	.....
Bacon and hams	52,420	110,841	52,420	.....	110,841	.....
Beef, salted	5,018	5,631	5,018	.....	5,631	.....
Meats, canned	16,529	23,100	11,238	76	13,445	5,031
Soap	6,541	11,524	5,837	704	11,112	412
Spirits and wines	36,839	36,450	3,619	26,372	7,643	20,653
Tin, manufactures of	8,362	13,882	8,270	88	12,786	3,62
Tobacco, manufactures of	11,573	24,881	5,844	736	10,929	3,162
Twine	7,611	2,154	7,323	288	1,552	602
Varnish	2,255	1,282	2,255	.....	1,282	.....
Vegetables	35,670	37,582	32,620	.....	35,064	216
Wood, manufactures of	34,016	14,236	21,924	1,397	11,883	1,079
Wool, manufactures of	17,265	34,804	2,889	14,058	21,820	12,922
Wool clothing	6,236	13,849	847	4,824	6,111	6,622
Carpets	4,012	5,907	710	3,802	1,269	4,569
Free goods:						
Coal, anthracite	3,800	.....	3,800	.....	.....	.....
Wood, not manufactured	8,559	54,490	8,559	.....	54,490	.....
Sugar, raw .....	.....	164,908	.....	.....	.....	.....
Tobacco, raw	16,069	31,435	16,069	.....	31,435	.....
Coke	37,752	59,149	35,926	1,826	34,554	24,595
Cotton waste	1,338	1,251	1,338	.....	1,251	.....
Nets and fishing-tackle	106,680	204,729	14,213	92,447	30,257	174,372
Mining machinery	36,710	24,809	36,637	73	24,707	102
Tinplates	82,176	117,782	9,499	72,677	55,758	62,024
Tinpins	23,555	.....	1,499	22,056	.....	.....
Fish, fresh	21,858	97,840	21,858	.....	97,840	.....
Steel rails	60,827	35,137	.....	.....	35,137	.....
All other articles	919,377	1,293,418	507,450	69,802	771,306	72,921
Total	2,682,157	3,840,840	1,828,335	406,238	2,596,622	516,964

Imports to and exports from the consular district of Vancouver during the fiscal years ending June 30, 1896, and June 30, 1897—Continued.

EXPORTS.

Articles.	1896.	1897.	Imported from—			
			United States, 1896.	Great Britain, 1896.	United States, 1897.	Great Britain, 1897.
Coal	\$707,808	\$543,358	\$707,808	.....	\$543,358	.....
Ore:						
Gold	805,579	1,647,846	792,528	.....	1,631,808	.....
Copper	156,792	341,990	156,792	.....	341,990	.....
Lead	401,514	489,936	401,514	.....	489,936	.....
Silver	1,595,533	2,333,239	1,595,533	.....	2,333,239	.....
Fish:						
Salmon, canned	1,630,489	1,583,602	12,996	\$1,598,690	15	\$1,553,323
Fresh	94,436	101,016	85,380	.....	101,016	.....
Pickled	1,876	1,461	1,556	.....	1,461	.....
Logs	6,524	10,983	6,524	.....	10,983	.....
Lumber	558,296	503,408	134,590	73,071	9,650	113,790
Laths	4,397	843	1,349	.....	.....	.....
Shingles	43,592	18,257	43,592	.....	18,257	.....
Animals	765	1,757	765	.....	1,634	.....
Furs	12,465	2,472	12,385	80	2,454	.....
Hides and skins	44,799	44,462	44,799	.....	44,462	.....
All other articles	167,071	454,848	66,881	16,037	200,393	6,592
Total	6,231,936	8,079,478	4,064,992	1,682,878	5,831,151	1,673,705

SUPPLEMENTARY REPORT.

The relations of British Columbia to the contiguous States of the Union are exceptional among the provinces of Canada. British Columbia has three great interests, and agriculture is not one of them, nor can it ever be to any considerable extent. The mountainous character of the country, the almost superhuman efforts required to clear its wild lands and fit them for tillage, make it impossible for the people of the western province of the Dominion to produce their own food supply.

It is now estimated that fully four-fifths of all the food consumed in British Columbia at the present time must of necessity be imported from Eastern Canada and the United States. The fact that food products are imported into this province from Manitoba, Ontario, and other portions of Eastern Canada, without the payment of duties, which are exacted upon importations from the United States, fails to stop the entrance of these articles from Idaho, Washington, Oregon, and California. As is shown by the latest customs returns, very large quantities of salt meats, hams, bacon, fruits, fresh and dried, corn, wheat, rye, and barley, flour, corn meal, etc., find a market in this province at prices which enable the consigners and consignees, between them, to pay the heavy duty exacted.

Everything brought in from Eastern Canada must be transported over a single railroad, and pay a freight rate that would be prohibitive, were it not for the enormous duty exacted upon similar goods produced just across the border. The demand for food supplies, mining machinery, etc., is increasing at an almost incredible ratio. The imports into this province from the United States, Great Britain, and all other countries, was 43 per cent larger during the year ending June 30, 1897, than it was for the year ending June 30, 1896. How great was the increase in importations from Eastern Canada no one can tell, for, not being subject to duty, they are not recorded in the custom-houses. Nor can it be easily decided how much the imports from the United States would have increased had the amount not been limited by the heavy duties.

Just now, every hotel and boarding house in Vancouver is filled to its utmost capacity with persons from Europe, eastern Canada, and the northern portion of the United States, who are outfitting for a start to the Yukon gold fields. Every vacant house in the city has been taken. The merchants are overwhelmed with orders they are doing their best to fill. To-day, there are more than 7,000 persons from the United States in the eastern and southeastern portions of this province. No estimate of the number would be good for a week, for it is increasing daily. All these people must be fed, and must be supplied with clothing, tools, and machinery.

The natural base of supplies for that district is Spokane, in Washington, and the route, the valley of the Columbia and its tributaries. With the Canadian tariff removed, an enormous trade with this province would immediately set in from Spokane and other points in eastern Washington, from Idaho and Montana, while there would be a similar and perhaps still larger increase in the trade with the ports of Puget Sound, Port Townsend, Seattle, Tacoma, etc., also with the principal shipping points in the State of Oregon; and in certain lines, possibly still larger with San Francisco, which has a weekly line of steamers to British Columbian ports.

There can be no question that the people of British Columbia could be supplied with food, etc., from the contiguous States of the Union more cheaply than from their sister provinces of the East, if the duty were removed. It is equally certain that the Pacific States would secure a market for immense quantities of products if they were not subject to an excessive duty.

L. EDWIN DUDLEY, *Consul*.

VANCOUVER, *December 6, 1897.*

MANITOBA.

WINNIPEG.*

Commercial travelers are not required to obtain licenses here, and may from their samples sell to any who desire to purchase for future delivery; but they are required to pay customs duties on their samples. A passport is not necessary for such travelers. If they come in the winter time, they had better bring their overcoats.

Many persons from the United States, I notice, in sending letters to this consulate, put on an excess of postage. It takes no more postage to carry a letter from New York to Winnipeg than it does from New York to Chicago.

No laws here require goods to be marked to show the country of origin. "Made in the United States" could do no harm and would be a recommendation to many who may desire to purchase.

Railroad facilities from the United States to Winnipeg and most other points in this province are good, and rates reasonable.

TRADE.

The declared exports to the United States from this consulate for the fiscal year ending June 30, 1896, amounted to \$795,702.19. They consisted of fresh fish, raw furs, raw hides, coal, Seneca root, wool, pulp wood, etc.

* In response to circular of August 10, 1897.

The declared exports for the year ending June 30, 1897, amounted to \$779,283.97, and consisted of cattle, fresh fish, raw furs, raw hides, wool, coal, Seneca root, pulp wood, etc.

The above does not embrace by far all the goods leaving this consulate for the United States. Many shipments of various kinds of goods from this consulate are declared, and invoices obtained, somewhere on the line of the Canadian Pacific Railroad and its branches in the provinces of Ontario and Quebec. Hence the above figures do not correctly show the amount of goods shipped from this consulate to the United States.

NEW RAILWAYS.

A new railroad, called the Crow's Nest Pass Railroad, is now under construction from Lethbridge, in the province of Alberta, to Vancouver or vicinity, in British Columbia. The distance is about 600 miles. When completed, it will run near the international boundary line and through the Kootenay country.

A railroad is projected from Edmonton to the Athabasca River, with a view of opening up a new route to the Yukon and Klondike country.

M. M. DUFFIE, *Consul*.

WINNIPEG, *October 12, 1897.*

NEW BRUNSWICK.

CAMPBELLTON.*

There will be found, in comparing the total exports to the United States from this consular district during the years ended June 30, 1896, and June 30, 1897, some fluctuations, resulting in a decrease for the latter.

EXPORTS.

By referring to the reports on declared exports to the United States previously transmitted to the Department, it will be observed that the exports for the fiscal year ended June 30, 1896, amounted to \$931,880.18, and for the fiscal year ended June 30, 1897, to \$878,117.13, a decrease of \$53,763.05.

The following is a comparative statement, giving the total amounts of the increases and decreases of the articles exported during the fiscal years above mentioned:

Increase.		Decrease.	
Canned lobsters	\$16,611.12	Extract hemlock bark	\$1,838.86
Canned blueberries	3,631.91	Fish, fresh	21,437.08
Pressed hay	1,778.30	Calcined plaster	3,520.80
Rock plaster	4,691.81	Grindstones	6,355.60
Wood pulp	36,680.69	Boards, planks, etc.	25,445.72
		Laths and shingles	23,881.05
		Other wood products	27,788.29
Total	63,908.73	Total	110,267.40

Increase.—The increase in the exports of the items specified is principally due to the energetic canvassing of the exporters or their agents, or to the lack of a better market.

It may also be stated here, that while the exports of canned lobsters show a slight increase over the previous year, it is the general opinion that unless a close season covering two or more years is adopted, this industry will disappear.

Decrease.—The decrease in exports of the products of the forest is accounted for in boards, deals, scantling, etc., by the unusually good market in England and on the Continent until recently; in laths, shingles, and hemlock bark, by the low prices in the United States; and in railway ties, by the unwillingness of American buyers to make contracts before the change in the tariff. A comparative statement in detail, giving the kind as well as the value of goods exported to all countries, was not procurable for the whole of this district; but statements of the customs district of Campbellton and that of Bathurst are given herewith* so that an idea may be had of the general character of the goods shipped. It will be seen that shipments to countries other than the United States consist principally of lumber.

Comparative statement of the exports to all countries from the customs district of Campbellton and Dalhousie between the fiscal years ended June 30, 1896 and 1897.

Countries to which exported.	Articles.	Value.	
		1896.	1897.
United States.....	Boards, deals, etc.....	\$1,501.00	\$2,101.00
	Shingles.....	322,092.00	238,995.00
	Railway ties.....	961.00	1,306.50
	Fish, fresh.....	31,997.17	2,790.39
	Canned blueberries.....	690.00	690.00
	Canned lobsters.....	23,596.00	222,630.00
Total.....		380,937.17	318,512.89
Great Britain.....	Boards, deals, etc.....	269,931.00	309,621.00
Other countries.....	Lumber.....	16,333.00	55,716.00
	Sundries.....	1,821.00	
Total.....		668,022.17	683,849.89

Comparative statement of the exports to all countries from the customs district of Bathurst between the fiscal years ended June 30, 1896 and 1897.

Countries to which exported.	Articles.	Value.	
		1896.	1897.
United States.....	Boards, deals, etc.....	\$1,100.00	\$1,000.00
	Shingles.....	39,000.00	40,000.00
	Grindstones.....	5,900.00	5,400.00
	Canned fruit.....	581.00	
	Fish.....	55,000.00	40,000.00
Total.....		101,581.00	86,400.00
Great Britain.....	Fish.....	3,100.00	
	Lumber.....	85,700.00	90,000.00
Italy.....	Codfish.....	37,000.00	83,000.00
Other countries.....	do.....	50,000.00	12,090.00
Total.....		277,381.00	271,490.00

In comparing the exports to the United States from this district for the first six months of the years 1896 and 1897, a decrease amounting to \$67,956.54 is found. The following statement gives the principal articles in which there is an increase or decrease. The increases and

* Mr. Benedict states that he is indebted to the United States consular agents at Bathurst, Newcastle, and Moncton for information embodied in this report.

decreases are accounted for, as previously stated, under the exports for the last fiscal year.

Increase.		Decrease.	
Canned lobsters.....	\$13,324.56	Extract hemlock bark.....	\$392.41
Canned blueberries.....	7,449.75	Fish, fresh.....	37,432.09
Rock plaster.....	3,487.30	Calcined plaster.....	4,774.45
Wood pulp.....	12,920.77	Boards, planks, etc.....	11,844.30
		Laths and shingles.....	31,950.28
		Other wood products.....	3,950.40
Total.....	37,182.38	Total.....	90,343.93

The total value of merchandise exported from this district to each country during the first six months of the year 1897 is shown in the following statement:

Countries to which exported.	Value.
United States.....	\$411,075
Great Britain.....	647,005
Sweden and Norway.....	200
British West Indies.....	1,078
Total.....	1,065,272

IMPORTS.

It is impossible to obtain a satisfactory statement in detail, giving quantities and values of the imports into this consular district; but the principal imports are as follows:

From the United States: Pork and beef, canned meats, nets and twine, raw cotton, machinery, agricultural implements, hardware, drugs, perfumery, soaps, paraffin and lubricating oils, and anthracite coal.

From Great Britain: Woolen, linen, and cotton goods; whisky, and champagne.

From the West Indies: Molasses, sugar, and rum.

From France: Millinery and fancy goods, brandy, and champagne.

There is very little direct importation in other lines, the importing houses in the larger cities of Canada supplying the demand.

Since the recent change in the Canadian tariff, cordage has been imported from the United States more generally than heretofore; and if no further change is made in the tariff, it will eventually take the place of the Canadian manufacture, in connection with lumbering and fishing operations, as it is considered a much superior article for these purposes.

The statement that follows gives the value of goods imported into this district during the first six months of the year 1897:

Countries whence imported.	Value.
United States.....	\$135,970
Great Britain.....	60,542
British West Indies.....	3,563
Austria.....	472
Belgium.....	1,255
France.....	343
Other countries.....	234
Total.....	202,379

INDUSTRIES.

The principal industries are those of the forest and fisheries.

The forest.—The estimated number of steam sawmills cutting long lumber is 47, with an annual output of 260,000,000 superficial feet, and employing about 3,000 men, while the number of men employed hauling, stream driving, rafting, and running the logs to the several mills is about 9,000. The greater proportion of long lumber cut is spruce, which is mostly shipped to Great Britain. What hemlock lumber is manufactured has been previously shipped to the United States, but the present duty of \$2 per 1,000 shuts them out. This was the only market for this class of lumber. It is estimated that 125,000,000 feet of lumber will be wintered over.

Aside from the long-lumber mills, there are in this district about 23 shingle mills, manufacturing in the neighborhood of 175,000,000 cedar shingles. These mills find employment for about 500 men and boys. Of these shingles 160,000,000, valued at \$332,420, were exported to the United States during the fiscal year ended June 30, 1897. The remainder were shipped to the local markets. It is thought that the exportations to the United States will be greatly decreased while the present duty of 25 cents per 1,000 is exacted.

There are four or five mills manufacturing spool wood from white birch, which are being carried on with United States capital, and the product shipped to Scotland. There are situated in or near the town of Newcastle two very extensive pulp mills with a capacity of about sixty tons per day. A portion of the pulp found a market in the United States previous to the present tariff. Since then, all of it has been exported to England.

The other lines of wood manufacture are clapboards, laths, palings, and broom handles, which find a market in the United States and Great Britain and at home. It may be stated that, owing to the depression in the lumber markets of England and on the Continent, next winter's operations regarding the cutting of logs will be very much curtailed. It is predicted that the output will not exceed 60 per cent of the present one.

The fisheries.—Great quantities of salmon and smelt are caught in this district, and about all are exported to the United States. There is a marked falling off in the lobster catch, due to the disregard of the law by some of the fishermen in trapping undersized lobsters and in fishing out of season. The Canadian Government is now endeavoring to better enforce the laws regarding this industry.

There are numerous oyster beds in this vicinity, the products of which are purchased in the local markets. The oysters are of a fine quality and bring good prices—say, from \$2.50 to \$3.50 per barrel.

OTHER INDUSTRIES.

There is one gypsum quarry located at or near Hillsboro, in the southern part of this district, run by United States capital. The amount quarried is said to be about 100,000 tons per annum, of which some 25,000 tons are manufactured into calcined plaster at the factory in Hillsboro. There was exported to the United States during the past fiscal year, \$70,600 of the rock gypsum and \$17,550 of the calcined plaster. This industry gives employment to about 300 men.

The producers of this gypsum do not expect under the present United States tariff to hold their own, it being their opinion that while it is somewhat early to judge of the effect of the tariff, there will be a marked decrease in the quantities exported to the United States.

The stone quarries are practically at a standstill, quarrying only sufficient for their own local trade. A few years ago, large quantities of freestone found a market in the United States. There is one barrel factory, employing 60 men, and doing a business per annum of \$32,000—local trade only.

The manufacture of boots and shoes represents nearly \$100,000, and finds employment for about 100 hands. Stoves and ranges are manufactured to an estimated value of \$200,000, requiring 250 hands in their manufacture.

There is one woolen mill, employing 90 hands, and manufacturing cloths for mens' outer garments, to the value of \$140,000 per annum. A cotton mill (the only one in the district) employs 260 hands, and manufactures 1,300,000 pounds of course cotton per annum, valued at \$210,000. One mill in this district manufactures 10,000 barrels of corn meal, valued at \$20,000, and 10,000 barrels of feed, valued at \$10,000.

NEW INDUSTRIES.

A new industrial establishment has been started in Moncton within the last six months, manufacturing the Nixon hay press, a United States patent, sold by an American citizen to a local company, the Canadian duty being too high to permit the manufacturing of presses in the United States for the Canadian market. The machine is simple in construction, works rapidly, occupies less space than other machines used for the same purpose, is easily and quickly moved, and makes a smaller package of hay. Canvassing is not only going on in the maritime provinces, but agencies have been established in the Province of Quebec, and there is no doubt but that this machine will supersede all others now in use.

A new line of railway, to be called the Restigouche and Western, is contemplated, to run across the northern portion of New Brunswick, from Campbellton to Grand Falls on the St. John River, there to connect with the Bangor and Aroostook Railway. The engineers are now at work surveying and drawing plans. If this projected railway be completed, it will greatly shorten the route from this section of New Brunswick, thereby giving more rapid transit facilities to the New England States. Again, it will open a fine timber country. A separate report will be transmitted to the Department as soon as reliable information can be obtained.

The only obstacle to the introduction of goods of United States manufacture, such as cottons, dress goods, furniture, bicycles, machinery, tools, etc., is the Canadian tariff. A noticeable preference for American goods is observable among a great number of Canadians, but the duties bring the price up to a figure beyond the reach of those in limited circumstances (of whom this district is principally composed). There seems to be no fault with the make or finish of the goods, but quite the contrary. The American methods of packing goods appear to be satisfactory.

It would seem to be to the advantage of American manufacturers and exporters to give longer credits and more liberal terms to Canadian importers, as they claim such indulgence is extended to them by European houses.

No recent changes have been made in port regulations or wharfage dues, and nothing exists of a discriminating character to affect United States vessels.

The existing conditions of transportation facilities are excellent, both by land and water. The seaports, as a rule, are of easy access.

There are direct communications by rail between the United States and this district, with rapid freight transit. There is no noticeable increase or decrease in freight rates.

The condition of the merchant marine appears to be good. No new vessels have been built for several years within this district.

No license is required for commercial travelers, neither is there any tax levied or regulations existing to their disadvantage.

There have been no marked changes in the prices of commodities since the fiscal year ended June 30, 1896, with the exception of flour and apples, flour having advanced in value about \$1, the wholesale price at present being \$4.60 to \$5.50, according to grade. Apples have advanced in value from \$1 and \$2.50 to \$3 and \$4.50 per barrel.

Statement giving the average price paid for produce in the markets within this consular district.

Butter	per tub..	\$0.15 to \$0.16	New beans	per peck..	\$0.10 to \$0.20
Butter	roll..	.15 .22	Pease	do....	.10 .20
Eggs	per dozen..	.12 .18	Chickens	per pair..	.25 .60
Beets	per bushel..	.25 .50	Ducks	do....	.30 .70
Carrots	do....	.25 .50	Geese	each..	.50 .70
Cabbage	each..	.06 .10	Turkey	per pound..	.10 .15
Celery	per bunch..	.05 .08	Beef	do....	.08 .14
Onions	per pound..	.03 .06	Lamb	do....	.07 .14
Potatoes	per bushel..	.30 .40	Mutton	do....	.07 .12
Pumpkins	per pound..	.01 .02	Veal	do....	.10 .12
Squash	do....	.01 .02	Pork	do....	.10 .14

WAGES.

The rate of wages remains the same as the previous year, with perhaps a lower tendency in the wages paid to lumber operatives and laborers. The following table gives the average rate of wages paid:

Bookkeepers	per year..	\$400.00 to \$1,000.00
Clerks in stores	per month..	30.00 60.00
Mechanics	per day..	1.25 2.50
Masons	do....	1.50 2.50
Bricklayers	do....	1.50 2.50
Quarrymen	do....	1.00 2.25
Carpenters	do....	1.25 2.50
Painters	do....	1.25 2.50
Factory operatives	do....	.80 2.25
Lumber operatives	do....	.90 2.00
Domestic servants	per month..	4.00 10.00

CROPS.

This year witnessed a very backward season in this district, so much so that plowing and seeding were a month later than usual in most localities, owing to heavy continuous rainfalls, and the harvesting of some of the crops was delayed in proportion. The hay crop in some localities was an average one, while in others it was far below.

Buckwheat and oats have been seriously injured by early frosts. The potato crop has been considerably damaged by rust; other root crops are fairly good. Thirty-five per cent is above the average for the apple crop, while the plums proved a complete failure. Blueberries were plentiful, and there was a fair crop of raspberries.

JAS. S. BENEDICT,
Commercial Agent.

CAMPBELLTON, October 25, 1897.

ST. JOHN.

In compliance with circular letter of August 10, 1897, I have the honor to report:

EXPORTS AND IMPORTS.

The total value of imports from the United States to this port for the six months ending September 30, 1896, was \$695,302; total value of imports from the United States to this port for the six months ending September 30, 1897, \$844,039; amount of increase of imports from the United States to this port for a like period in 1897 over 1896, \$148,737; or an increase of 21½ per cent in 1897 over the same period in 1896.

I am indebted to the courtesy of the collector of customs at this port for the above official information.

COTTON GOODS.

There are several cotton mills located in this district, the material for which is mostly imported from the United States, and from the fact that they pay less for labor, they are enabled to compete with manufacturers of cotton goods in the United States to a very large extent. The people here generally purchase these goods as much from the sentiment of patronizing their home industries as for any other reason, not having the attractiveness and quality especially in view.

BOOTS AND SHOES.

The boots and shoes exported from the United States, in our opinion, are generally of better style and more artistically fashioned and finished than those manufactured here or exported from Europe, but they are not so extensively worn, the people preferring, as a general rule, the style and make of their own production, except in the more expensive lines.

CUSTOMS RULES.

There have of late been no important changes in the customs rules of this district.

RATES OF EXCHANGE.

The rate of exchange is generally about one-fourth of 1 per cent.

Harbor dues by trip.

For vessels of 30 tons and under 50 tons	\$0.50
For vessels of 50 tons and under 75 tons .....	.75
For vessels of 75 tons and under 100 tons	1.00
For vessels of 100 tons and under 150 tons	1.25
For vessels of 150 tons and under 200 tons	1.50
For vessels of 200 tons and under 300 tons	2.00
For vessels of 300 tons and under 400 tons	2.50
For vessels of 400 tons and under 500 tons	3.00
For vessels of 500 tons and under 550 tons	3.50
And 25 cents for every 50 tons such vessel may measure over 550 tons.	

Harbor dues by the year.

For vessels under 30 tons.....	\$0.75
For vessels of 30 tons and under 50 tons	1.00
For vessels of 50 tons and under 75 tons	1.50
For vessels of 75 tons and under 100 tons	2.00

Anchorage dues.

For vessels not exceeding 50 tons.....	\$0.75
For vessels of 50 tons and under 100 tons	1.00
For vessels of 100 tons and under 150 tons	1.25
For vessels of 150 tons and under 200 tons	1.50
For vessels of 200 tons and under 250 tons	1.75
For vessels of 250 tons and under 300 tons	2.00

And all vessels of greater burden than 300 tons in like proportions; that is to say, the sum of 25 cents additional for every 50 tons such vessel may measure over 300 tons.

No vessel exceeding the burden of 225 tons shall come into or lie at either of the wharves of the public market slip in King's and Queen's wards in this city, or lie in the sand slip, or at either of the wharves in the said slip, under the penalty of \$20 for each and every time every such vessel shall be so in the said slip; to be paid by the owner, master, or other person having the charge or management of such vessel.

No vessel laden with salt, coal, bar iron, or copper shall be permitted to discharge the same, or any part thereof, on either of the wharves on the north or south side of the said market slip, in King's and Queen's wards, under the penalty of \$20 for each and every act; to be paid by the owner, master, or other person having charge of such vessel: Provided and except that bar iron or copper may be passed out by hand and delivered lengthwise on the wharf, so as not to interfere with the passenger traffic.

No vessel exceeding the burden of 250 tons shall come into the public market slip in Sydney Ward in this city, or lie in such slip, or at either of the wharves in said slip, under the penalty of \$20 for each and every time any such vessel shall be so in the said slip; to be paid by the owner, master, or other person having charge or management of such vessel.

TRANSPORTATION FACILITIES.

There are three lines of railroads entering this city, viz:

The Canadian Pacific Railway, extending to the Pacific coast.

The Intercolonial Railway, extending from St. John to Halifax, Nova Scotia, a distance of about 275 miles. Time, about ten hours.

The Shore Line Railroad, from this city to St. Stephen, situated on the south shore of New Brunswick, a distance of about 85 miles. Time, about four hours. All are well equipped with elegant passenger cars and first-class rolling stock of all kinds.

STEAMSHIP LINES.

There is a daily line of steamers running up the St. John River for a distance of 150 miles, stopping at intermediate points along the river. There is also a daily line of steamers running up the Kennebecasis River a distance of about 60 miles; also a steamship running daily between this city and Digby, Nova Scotia, distant 60 miles, connecting at that point with a railroad running to Halifax, a distance of 150 miles farther; also a daily steamship line running to Boston, stopping at Eastport, 48 miles (time, three and one-half hours); at Portland, Me., 231 miles (time, eighteen hours), and at other intermediate points. Distance from St. John to Boston direct, 310 miles (time, twenty-three hours). Said lines carry both freight and passengers at as low rates as in the United States. The steamships are comfortable.

NEW LINES OF RAILWAYS.

There are at present no new lines of railways being projected, but there is in contemplation the construction of a new railroad line from St. Stephen, New Brunswick, to Bangor, Me., thus shortening the railroad lines between these two points. The present lines between these points are the Canadian Pacific Railroad and the Maine Central Railroad.

COMMUNICATION WITH UNITED STATES PORTS.

Via Central Pacific Railroad to Vanceboro, Me.; distance, 90 miles (time, three hours).

Via International Steamship Line to Eastport, Me.; distance, 48 miles (time, three and one-half hours).

FREIGHT RATES.

There have been no changes in the freight rates for the past year.

LICENSESES.

St. John requires a license fee of \$20 per year for a transient merchant, and a license fee of \$7.50 per year on all transient artisans; but after the first year they are subject only to the regular taxes.

COMMERCIAL TRAVELERS.

Commercial travelers are not required to pay license, but there is some annoyance to them in conforming to the United States laws in taking out consular certificates for the return of their samples, for which a fee of \$1 is charged. I am told by some of them that these requirements deter many from entering this territory for the sale of United States goods. This field, it seems to us, affords a good opportunity for introducing American goods of all kinds, as it is more nearly allied to American interests than any other of the maritime provinces of Canada, both by geographical location and the large interests held here by resident American citizens. If a greater effort were made by the commercial travelers, they would before long control a great part of the trade.

MERCHANT MARINE.

Condition.—While many of the British boats are first-class, the majority of the merchant vessels entering at this port are old, and some of them not in good condition, having been built from twenty-five to thirty-five years ago. There have been, however, four new vessels built during the last year, of a total tonnage of 225, and four purchased during the same time, of a total of 114 tons, seven of them sail and one steam.

I am reliably informed that the British Government is going soon to put on a line of six new cold storage steamships from Liverpool to different points in Canada, for shipment of fruits and fresh meats.

Tonnage owned and employed.

	Number.	Tonnage.
British vessels:		
Steam.....	160	192,760
Sail.....	696	114,649
Sea fishers.....	155	3,965
Total.....	1,011	311,364
United States vessels:		
Steam.....	156	137,313
Sail.....	194	44,679
Total.....	350	181,992
Other nations:		
Steam.....	15	25,357
Sail.....	23	18,919
Total.....	38	44,276

RECAPITULATION.

British.....	1,011	311,364
United States.....	350	181,992
Other nations.....	38	44,276
Total.....	1,399	537,632

TAXES OR EXCISES.

There are no taxes other than tariff rates on goods entered for sale here.

RATES OF TAXATION.

On all residents, a direct tax is levied on both real and personal property at its actual value, including income. The rate this year is \$1.46 on each \$100 valuation, and \$2 poll on each male over 21 years of age.

PATENT AND COPYRIGHT LAWS.

There have been no changes in the patent and copyright laws during the last year.

POSTAL RATES.

Postal cards, 1 cent in Canada and United States, and to Great Britain and other countries 2 cents each.

Letters: Canada, Newfoundland, and United States, 3 cents per ounce, or fraction thereof; to Great Britain, 5 cents per half ounce.

Newspapers and periodicals issued monthly or at less periods, printed and published in Canada, to actual subscribers or news agents in Canada, Newfoundland, or United States, free.

Transient newspapers or periodicals addressed to places in Canada or United States, 1 cent for 4 ounces.

Miscellaneous, and books under open cover, 1 cent for 4 ounces to points within Canada; 1 cent for 2 ounces to points beyond Canada.

Typewritten articles, letter rate.

Blank forms and printed stationery, 1 cent for 2 ounces.

Packages not exceeding 2 feet in length, 1 foot in width, and weighing not over 5 pounds, 1 cent per ounce; must be open to inspection.

The rate on letters and transient newspapers and periodicals sent to the United States is the same as in Canada. Letters must be paid at one full rate, and other matter paid in full.

Merchandise: One cent per ounce, subject to any duty that may be liable on arrival in the United States. Registration fee, 5 cents.

Money orders: Money orders drawn on any office in Canada are as follows:

	Centa.		Centa.
On orders up to \$2.50	3	Over \$40 and up to \$50.....	20
Over \$2.50 and up to \$5	4	Over \$50 and up to \$60.....	24
Over \$5 and up to \$10.....	6	Over \$60 and up to \$70.....	28
Over \$10 and up to \$20.....	10	Over \$70 and up to \$80.....	32
Over \$20 and up to \$30.....	12	Over \$80 and up to \$90.....	36
Over \$30 and up to \$40.....	15	Over \$90 and up to \$100.....	40

Rates of commission to foreign countries and British colonies:

	Centa.
If not exceeding \$10	10
Over \$10 and up to \$20.....	20
Over \$20 and up to \$30.....	30
Over \$30 and up to \$40.....	40
Over \$40 and up to \$50.....	50

DISCRIMINATING MARKS ON GOODS.

There is no law here, as I am informed, requiring goods to be marked so as to show the country of origin or manufacture.

IRA B. MYERS, *Consul*.

St. JOHN, *October 26, 1897.*

SUPPLEMENTARY REPORT.

I have the honor to report the official statistics of imports into Canada for the year ending June 30, 1897:

Total imports from Great Britain.....	\$31,562,655
Total imports from the United States.....	70,766,316
Total exports to Great Britain.....	74,184,921
Total exports to the United States.....	39,717,057
Balance of trade in favor of the United States.....	31,049,259

Cost of collecting revenue of Canada, \$3.83 per capita. Estimated population, 5,185,990.

The different provinces import as follows:

Ontario	\$41,600,000
Quebec	46,300,000
Nova Scotia.....	7,900,000
New Brunswick.....	4,850,000
Manitoba	2,875,000
British Columbia	6,925,000

Principal products imported into Canada.

Articles.	Value.	Articles.	Value.
Animals.....	\$315,000	Leather, and manufactures of	\$1,382,000
Books	866,000	Marble manufactures.....	75,000
Beer.....	317,000	Metals.....	293,000
Baking powder	78,000	Oils.....	1,332,000
Corn (Indian).....	3,221,225	Paints and colors	520,000
Corn meal	34,000	Paper manufactures	1,005,000
Carriages.....	1,630,000	Silks.....	1,180,000
Cotton goods.....	4,055,365	Soap.....	263,000
Drugs	1,308,700	Spirits.....	888,000
Earthenware	600,000	Sugar and molasses.....	7,081,000
Electric appliances	430,000	Tobaccos	276,000
Fancy goods.....	1,480,000	Twines.....	212,000
Flax, hemp, and jute	1,264,000	Umbrellas	111,500
Flour (wheat).....	271,000	Wines.....	890,000
Glassware	1,138,000	Wheat.....	4,191,000
Hats and caps	1,189,000	Woolens.....	7,095,000
Iron and steel manufactures.....	8,703,000		

IRA B. MYERS, *Consul*.

St. JOHN, *February 12, 1898.*

SUPPLEMENTARY; IMPORTS INTO CANADA, 1897.

I would respectfully submit the following official statistics of the value of principal articles imported into Canada from the United States for year ending June 30, 1897:

Articles.	Value.	Articles.	Value.
Ale, beer, and porter	\$58,824	Marble, and manufactures of	\$57,324
Animals	611,884	Metals and mineral manufactures:	
Asphaltum and bone pitch	7,808	Brass manufactures	440,385
Baking powder	77,670	Copper manufactures	202,908
Books, periodicals, and printed matter	741,583	Iron and steel manufactures	7,700,448
Breadstuffs:		Gold manufactures	202,251
Arrowroot, biscuits, rice, macaroni, and rice flour	93,068	Lead manufactures	144,515
Grain of all kinds, including corn for food	8,685,606	Tin manufactures	322,234
Flour, meal, and other grain products	413,396	Zinc manufactures	80,813
Bricks, tile, etc	140,818	All other manufactures of metals	1,027,181
Bristles	25,179	Mineral waters	8,708
Broom corn	81,373	Musical instruments	185,202
Brooms and brushes	40,071	Mustard	18,631
Buttons	49,788	Oils:	
Candles	48,393	Coal and kerosene	619,980
Carpets, rugs, and mats	66,537	Fish	10,271
Carriages	1,532,684	Vegetable and albumen	397,576
Cement	47,780	Cake	17,458
Clocks, clock-cases, and springs	91,989	Optical photographic instruments	112,670
Coal, coke, and coal dust	9,371,933	Packages of all kinds	140,470
Cocoa beans, chocolate	92,687	Packages, post-office and express	680,741
Coffee of all kinds	65,049	Paintings, engravings, etc	228,045
Collars, cuffs, etc	7,656	Paints and colors	228,215
Combs	16,712	Paper, and manufactures of	698,661
Cordage, all kinds	262,349	Paraffin wax	7,892
Cotton, and manufactures of	4,482,361	Pellets, raw	21,806
Grapes of all kinds	1,517	Pencils, lead and wood	34,002
Curtains	58,745	Perfumery, all kinds, and pomades	28,744
Drugs, dyes, chemicals, and medicines	1,452,228	Pickles, sauces, and catsup	85,102
Earthenware, china, and granite	62,528	Plants and trees	79,336
Electric apparatus	451,411	Precious stones and imitations	36,677
Embroideries	6,342	Provisions: Butter, cheese, eggs, lard and meat	1,528,505
Fancy articles	262,843	Rags	48,614
Fertilizer and manure	84,606	Rennet	36,302
Fishers' articles	204,168	Resin	101,210
Fish and fish products	400,431	Salt	48,794
Flax, hemp, and jute manufactures	268,174	Settlers' effects	1,803,275
Fruits and nuts, dried	305,824	Seeds and roots	658,347
Fruits, canned and preserved	33,161	Silk, and manufactures of	301,907
Fruits, green and ripe	1,050,400	Slate, manufactures of	18,578
Furs and manufactures of	305,728	Soap	130,963
Glass and manufactures of	435,278	Spices	54,558
Gloves and mits	21,245	Spirits and wines	50,472
Glue and mullage	53,067	Sponges	25,539
Grasses, fibers, and straw manufactures	55,892	Starch	44,079
Grease for soap	151,517	Stones, manufactures of	100,679
Gunpowder and other explosives	111,524	Sugars	852,263
Gutta-percha and rubber manufactures	1,370,970	Molasses	105,467
Hair, and manufactures of	51,431	Sugar candy	64,946
Hats, caps, and bonnets	578,212	Tea	42,084
Hides of all kinds	2,112,624	Tobacco	1,965,358
Hops	47,942	Pipes, etc	10,573
Ink	63,565	Trunks and carpetbags	56,858
Jewelry	228,448	Turpentine, spirits of	153,465
Junk	14,149	Umbrellas, parasols, and shades	3,891
Leather, and manufactures of	1,205,927	Vegetables	173,406
		Watches and parts	418,392
		Wood, and manufactures of	2,846,356
		Coin and bullion	4,625,599

IRA B. MYERS, Consul.

ST. JOHN, March 8, 1898.

ST. STEPHEN.*

EXPORTS.

The exports from this consular district were all to the United States. The United States tariff act recently enacted has had the immediate effect of diverting the exportation of lumber from American to English markets. Other commodities have been affected similarly, so that it is probable that there will be a large decrease in the exports to the United States.

IMPORTS.

The following table furnishes a complete exhibit of the imports to this district for the fiscal year ending June 30, 1897. A list of the articles imported, arranged under their general heads, could not be obtained, and the totals only for the various countries are here given:

Imports into St. Stephen.

Countries.	Amounts.	Increase over 1896.	Decrease from 1896.
Great Britain	\$51,437	\$3,409	.....
United States	357,126	97,902	.....
Germany	2,519	1,982	.....
France	840	756	.....
Austria	1,701	1,608	.....
Belgium	543	543	.....
China	17,664	11,599	.....
Holland	4,539	4,539	.....
British West Indies	7,064	.....	\$47
Spanish West Indies	10,724	.....	10,847
Philippine Islands	549	.....	761
Newfoundland	18	.....	18
Italy	781	.....	781
Total, 1897			\$455,405
Total, 1896			508,251
Total decrease			52,846
Total dutiable goods, 1897			42,738
Total dutiable goods, 1896			186,382
Total decrease			143,644
Total imports from the United States, 1897			357,126
Total imports from all other countries, 1897			98,279
Difference in favor of the United States			258,847

The high tariff [of Canada] is the chief obstacle to the importation of larger quantities of United States goods into this market. The tariff lately adopted does not favor specially the United States, while Great Britain and, incidentally, because of treaty obligations, a few other European countries are favored with preferential rates.

There has been no material change as to the other facts presented in the report of 1896 (Commercial Relations, 1895-96, Vol. I, p. 369), and their embodiment in this report would be simply a repetition.

EDGAR WHIDDEN,
Consul.

ST. STEPHEN, *September 3, 1897.*

WOODSTOCK.

Since the tariff of 1897 went into effect, trade relations have been pretty much at a standstill. As the natural market for this country is the United States, and there is a pronounced preference for American

*In response to circular of August 10, 1897.

goods in many lines, one can not help but think that more or less trade with this section can be secured by such concessions as are sometimes made possible for the starting of business.

Very little if anything is now done here by commercial men from the United States, and while it is a question whether circumstances are in the right condition for business with our country, opinions expressed would seem to indicate that there is a fair chance to-day for the renewal of trade relations. It is evident that the masses prefer United States merchandise, but the Dominion manufacturers, with whom our producers have to contend, appear to be the stronger. Flour, corn meal, canned goods, pork and pork products, hardware, stoves, spices, boots and shoes, and furniture of United States manufacture seem to stand higher with consumers than those of any other country's make.

About 75 per cent of the kerosene oil used here is of United States manufacture; but small effort would be required to make it nearly if not quite 100 per cent. The matter of transportation would be about 40 per cent in favor of Boston or Portland against Montreal or Quebec. A special tax of \$8 per year is collected in this place (only) from all commercial men.

FRANK C. DENISON,
Consul.

WOODSTOCK, November 8, 1897.

NOVA SCOTIA.

HALIFAX.*

IMPORTS AND EXPORTS.

The total imports of Halifax port for the fiscal year ending June 30, 1897, amounted to \$5,761,825, of which \$4,076,646 were dutiable goods and \$1,685,179 free goods. As compared with the total imports of 1896, there was a decrease of \$383,832, or 6.2 per cent, of which \$171,160 were dutiable goods and \$212,672 free goods.

The imports from Great Britain for the two years mentioned were as follows:

For year 1896:		
Dutiable goods.....		\$1, 188, 882
Free goods.....		849, 238
Total		2, 038, 120
For year 1897:		
Dutiable goods.....		979, 919
Free goods.....		707, 998
Total		1, 687, 917

Showing decreased imports from Great Britain of \$350,203, or over 17 per cent, in 1897.

* In response to circular of August 10, 1897.

The imports* from the United States for the same two years were:

For year 1896:		
Dutiable goods.....		\$949, 855
Free goods.....		497, 794
Total.....		<u>1, 447, 649</u>

For year 1897:		
Dutiable goods.....		817, 386
Free goods.....		433, 070
Total.....		<u>1, 250, 456</u>

Showing decreased imports from the United States of \$197,193, or 13.6 per cent, in 1897.

The imports from all other countries were:

For year 1896:		
Dutiable goods.....		\$2, 109, 069
Free goods.....		550, 819
Total.....		<u>2, 659, 888</u>

For year 1897:		
Dutiable goods.....		2, 279, 341
Free goods.....		544, 111
Total.....		<u>2, 823, 452</u>

Showing increased imports from all other countries of \$163,564, about 6 per cent.

The total exports from the port of Halifax for the fiscal year ending June 30, 1896, amounted to \$5,997,297, of which \$5,723,820 was the produce of Canada and \$273,477 non-Canadian produce. The total exports for 1897 were \$6,435,726, of which \$6,002,930 was the produce of Canada and \$432,796 non-Canadian produce. The increase in total exports in 1897 was \$438,429, or 7.3 per cent.

The exports from the port of Halifax to the United States, as indicated by the invoices certified at this consulate for the fiscal year 1896, were \$672,312.89; for 1897, \$593,327.17, a decrease in exports to the United States of \$78,985.72, or 11.7 per cent.

I have been unable to obtain as complete an itemized list as I desired of articles of import showing increases and decreases, but the following tables will afford some information in regard to the changes which have occurred during the last fiscal year, as compared with the year preceding:

Dutiable goods.

Increase.		Decrease.	
Books.....	\$10, 144	Brass and manufactures of.....	\$1, 887
Bicycles.....	4, 672	Grain (all kinds).....	137, 307
Green fruit.....	7, 486	Cottons and manufactures of.....	756
Fish (all kinds).....	1, 683	Drugs and medicines.....	3, 835
Hats and caps.....	1, 720	China and earthen ware.....	1, 129
Leather and manufactures of.....	4, 460	Glass and manufactures of.....	2, 049
Other dutiable goods.....	29, 545	Iron and hardware.....	25, 872
Soap.....	179	Butter and cheese.....	2, 113
Wood and manufactures of.....	5, 148	Vegetables.....	1, 539
		Provisions, meats, lard, etc.....	21, 049
Total.....	65, 037	Total.....	<u>197, 506</u>

* The produce of the United States.

Free goods.

Increase.		Decrease.	
Coal	\$20, 470	Animals	\$2, 796
Wood, planks, etc.	782	Grease, etc.	1, 989
Cotton waste	4, 952	Salted hides	1, 978
Drugs	9, 516	Cocoa beans	406
Metals and steel	3, 122	Flowers and plants	92
Cotton wool	22, 949	Green fruit	6, 136
		Hemp	40, 043
		Leaf tobacco	8, 188
		Lines and twines	7, 648
		Settlers' effects	1, 290
		Other free goods	60, 989
Total	61, 771	Total	126, 495

The changes in exports to the United States from this port, as indicated by the invoices certified at this consular office for the fiscal year ending June 30, 1897, as compared with the year preceding, are as follows:

Decrease.		Increase.	
Berries	\$1, 318. 30	Apples	\$111. 50
Emigrants' effects	6, 213. 42	Cotton waste	338. 76
Fish:		Coke	1, 884. 50
Fresh	12. 28	Collection stamps	477. 50
Pickled	73, 546. 93	Fish:	
Fish sounds	349. 95	Canned	21, 960. 64
Gelatin	622. 12	Dry	42, 690. 09
Gold ore	302. 50	Fishhooks	252. 88
Goods returned to United States	1, 754. 95	Fish oil	7, 025. 76
Hay	23, 903. 57	Liquors	202. 50
Hides and skins	5, 035. 96	Jewelers' sweepings	1, 626. 53
Horses	530. 40	Manganese	4, 148. 31
Old junk	447. 85	Molasses	10, 413. 70
Laths and lumber	21, 779. 45	Potatoes	569. 46
Miscellaneous	1, 122. 80	Salt	1, 015. 50
Refuse bone black	1, 169. 30	Skates	882. 74
Sugar	575. 00	Tea	2, 893. 45
Telegraph cable	14, 002. 50	Tools	226. 00
Binding twine	23, 917. 50	Wagons	184. 00
		Wool	1, 185. 62
Total	176, 574. 76	Total	97, 589. 04

The exports from the rest of this consular district, not including this port, show:

Decrease.		Increase.	
Bark	\$300. 00	Cod oil	\$185. 09
Lumber, etc.	854. 65	Furs (raw)	2, 106. 85
Wood pulp	19, 661. 84		
Fish	18, 387. 73		
Potatoes	1, 100. 00		
Total	40, 304. 22	Total	2, 278. 94

The net decreases in exports occurred as follows: At Bridgewater, \$7,942.39; at Liverpool, \$19,811.48; at Lunenburg, \$10,276.41. The total of all exports reported from these agencies for the year 1897 was \$133,879.21.

Imports from the United States for fiscal year 1897.

Produce of the United States.....	\$1, 250, 456
Foreign goods purchased "in bond" in United States.....	72, 646
Foreign goods imported through United States from—	
France	\$1, 403
Germany.....	15, 052
China.....	16, 102
Philippine Islands	80, 092
Japan	1, 203
Egypt	631
Spanish West Indies	17, 101
Holland.....	880
British West Indies	76
Spain.....	248
Austria	1, 104
	<hr/>
	133, 892
Total imports from United States.....	1, 456, 994

Goods exported through the United States in bond to foreign countries.

Great Britain.....	\$189, 875	Azores, Cape Verde Islands	\$467
France.....	234, 382	United States of Colombia.....	6, 274
Germany.....	19, 740	Norway	175
British West Indies	19, 334	China.....	7, 800
Spanish West Indies.....	52, 945	Cape Colony.....	620
Brazil.....	60, 202	Denmark.....	7, 090
British Guiana.....	2, 552		
Haiti.....	13, 575	Total.....	615, 829
Dutch Guiana.....	798		

I have been unable as yet to obtain a statement of the imports from the United States for the first quarter of the present fiscal year, but I hope to obtain and forward to you such a statement within the next thirty days.

The exports from this port to the United States, as indicated by invoices certified at this consular office for the three months ending September 30, 1897, amounted to \$126,415.94, or \$30,154.01 less than for the corresponding three months one year ago.

It may be proper in connection with the above consideration of the trade of this port and district to call attention to the "reciprocal" tariff paragraph in the Canadian customs tariff act of 1897, which provides that "when the customs tariff of any country admits the products of Canada on terms which, on the whole, are as favorable to Canada as the terms of the reciprocal tariff herein referred to are to the countries to which it may apply, articles which are the growth, produce, or manufacture of such country, when imported direct therefrom, may be entered for duty or taken out of warehouse for consumption in Canada at the reduced rates of duty provided." The reduced rates of duty are as follows:

On and after the 23d day of April, 1897, until the 30th day of June 1898, inclusive, the reduction shall in every case be one-eighth of the duty mentioned in schedule A.

On and after the 1st day of July, 1898, the reduction shall in every case be one-fourth of the duty mentioned in schedule A.

Schedule A covers the entire list of dutiable articles, but a very few articles, such as wines, liquors, sugar, tobacco, etc., are expressly excepted from these reductions.

By the treaties existing between Great Britain and Belgium, and between Great Britain and Germany, these two countries are entitled to trade in the colonies of Great Britain on terms as favorable as Great Britain herself enjoys.

Through "the most favored nation" clause, existing in other treaties with Great Britain, several other nations are entitled to the same advantages that Belgium and Germany receive. As at present construed, therefore, the tariff reduction applies to the following countries: Belgium, Germany, France, Algeria, the French colonies, Argentine, Austria-Hungary, Bolivia, Sweden, Colombia, Denmark, Persia, Russia, Tunis, Venezuela, and Switzerland, as well as Great Britain and Ireland. The United States is one of the nations not obtaining the reduction.

The Belgian and German treaties were denounced by Great Britain the latter part of July last, and, after the expiration of the year and a day required for the termination of the treaties, it is expected that the tariff reductions will be confined to those countries whose customs tariffs comply with the terms of the Canadian act, or practically to Great Britain. The United States is therefore now at a disadvantage of one-eighth of the duty in competing for Canadian trade, and on the first day of July, 1898, this disadvantage will be increased to one-fourth of the duty, though the number of competitors will presumably be considerably reduced about the first of August, 1898.

PRICES.

The prices current of the following commodities, at Halifax, on September 16, 1897, as compared with prices of same commodities September 17, 1896, were:

Articles.	1897.	1896.
Flour, Hungarian, Manitoban per barrel ..	\$6.00 to \$6.25	\$4.80 to \$4.40
Corn meal, Halifax, ground do ..	2.10 to 2.15	1.80 to 1.85
Mess pork do ..	12.50	13.50
Lard, pale, pure per pound ..	.07½	.09
Hams do ..	.13	.11 to .11½
Molasses (Puerto Rico) per gallon ..	.28	.30 to .32
Tees, choice per pound ..	.23 to .25	.16 to .20
Leather, No. 2 do ..	.24 to .25	.24 to .25
Tobacco (in bond) do ..	.35	.19
Sugar (Puerto Rico), raw do ..	.03½ to .03½	.03½ to .03½
Sugar, granulated do ..	.04½	.04½
Coffee (Puerto Rico) do ..	.24	.24
Dry cod, Largo Bank per quintal ..	2.50	2.75 to 3.00
Haddock, Cape Breton do ..	1.75	1.75 to 2.00
Herring (shore), No. 1 per barrel ..	3.75	3.00 to 3.50
Salmon, No. 2 do ..	11.00	10.50
Butter per pound ..	.15 to .22½	.15 to .22
Cheese do ..	.11½ to .12½	.11½ to .12½
Potatoes per bushel ..	.45 to .50	.35 to .40
Kerosene per gallon ..	.18	.19½
Sydney coal per ton ..	5.25 to 5.50	5.25 to 5.50
Hides, green per pound ..	.07	.04 to .04½
Tallow, rough do ..	.02	.04½
Wool do ..	.15 to .18	.15 to .16

Nine of these commodities show advances, six are quoted the same, and nine have declined in price.

PORT REGULATIONS.

I inclose herewith a copy of the "rules and regulations" for the government of the port of Halifax. The harbor facilities of Halifax are excellent, and have been improved during the past year by the addition of two large automatic buoys.

Pilotage dues from April 1 to October 31.

	Inward.	Outward.
Vessels under 200 tons	\$8	\$5
From 200 to 300 tons.....	11	7
From 300 to 400 tons.....	14	9
From 400 to 500 tons.....	16	10
From 500 to 600 tons.....	18	11

Vessels of 600 tons and over, 50 cents for every 100 tons additional, inward, and 25 cents outward. Winter rates, 20 per cent higher.

Outward pilotage of all vessels of 200 tons and upwards, compulsory.

TRANSPORTATION.

Additional steamship communication with Boston has recently been established, by the Dominion Atlantic Railway Company, from the port of Yarmouth, Nova Scotia, by the new steamship *Prince Edward*, connecting with the Blue Nose Express from Halifax, twice a week. This route advertises transportation to Boston from Halifax under twenty-three hours.

FREIGHT RATES.

There have been no recent changes in freight rates from this port. The railway freight rates per 100 pounds for 100 miles range from 28 cents for first class to 7 cents for tenth class; for 500 miles the range is from 45 cents for first class to 16½ cents for tenth class; and for 700 miles, 52 cents for first class to 17½ cents for tenth class.

Steamship freight rates, Halifax to Boston, per 100 pounds are: first class, 50 cents; second class, 40 cents; third class, 30 cents; fourth class, 25 cents; fifth class, 20 cents, and sixth class, 16 cents. Classification for railway and steamship freight is the Canadian joint freight classification.

LICENSES.

The existing rates of licenses for carrying on business in Halifax are as follows:

Each peddler, hawker or petty chapman.....	\$8
Each peddler, hawker or petty chapman, with handcart or wheelbarrow	12
Each peddler or hawker with one horse and vehicle.....	20
Each additional horse used by the same licensee under his license.....	10
Coal hawkers with liberty to truck as if they had license therefor, but only to sell coal.....	3
Each person selling ice—one horse and wagon.....	10
Each additional horse.....	10
For retailing goods, wares or merchandise from any vessel	25
For retailing goods, wares or merchandise from any open boat, canoe or any other craft.....	10

No licenses are required by commercial travelers, nor are there regulations, except customs, in any way interfering with their business.

SHIPPING.

The number of steamers and vessels of this port on the register book on December 31, 1896, was 803, with gross tonnage 44,173; those struck off from register during the year ending December 31, 1896, numbered

17, with tonnage of 1,026; those added to register 27, with tonnage of 1,567.

The shipbuilding industry of Nova Scotia has materially declined during the past fifteen or twenty years. Formerly it was not unusual for forty or fifty vessels to be constructed in one year, but only two large vessels have been built in the province of Nova Scotia during the past twelve months.

MINERALS.

I have been unable to obtain any very recent reports for the Province of Nova Scotia concerning the production of minerals, but below I give the latest returns of the coal trade and gold production which I have been able to obtain:

The coal trade returns for the twelve months ended September 30, 1896, as compared with the fiscal year 1895, are as follows:

	1895.	1896.
	<i>Tons.</i>	<i>Tons.</i>
Nova Scotia	633,041	666,408
New Brunswick	228,525	252,293
Prince Edward Island	81,492	94,236
Newfoundland	63,232	63,000
Quebec	740,098	795,080
West Indies	11,872	1,222
United States	73,097	174,919

The production was 2,235,472 tons, compared with 2,089,245 tons in 1895.

The sales show an increase in home transactions, although not quite equal to the figures of 1894. The trade to New Brunswick shows a slight increase, as is also the case with Prince Edward Island. The exports to Newfoundland, as was to be expected, remained stationary. The sales to Quebec increased about 50,000 tons, the increase being from Cape Breton. The West Indian sales have been reduced, while the exports to the United States have more than doubled.

The provincial gold returns for the year ended September 30, 1896, show that 25,596 oz. 14 dwt 6 grains of gold were extracted. This is an increase over the preceding year. There are some returns not yet received which would bring the production up to 26,000 ounces.

AGRICULTURAL AND ANIMAL PRODUCTS.

In agriculture, my information is equally tardy, and the tables quoted below are two years behind what should be available at this time; but they are the most recent that have been published by the provincial government:

Total value of animals and their products exported from Nova Scotia for the year ending June 30, 1895, as per the Dominion trade returns for that fiscal year, \$430,804.

The principal countries to which exports were made are as follows:

Great Britain	\$202,149
British West Indies	24,855
Newfoundland	100,121
Norway and Sweden	41,710
United States	36,000

Of agricultural products the total value of exports for the same period was \$1,110,123. Principal countries are as follows:

Great Britain	\$610,680
British West Indies	71,803
Newfoundland	93,155
United States	89,183
Spanish West Indies	169,091

The following table shows what the exports of animals and their products and agricultural products from the province principally consisted of:

Horses	\$14, 360	Canned meats	\$20, 858
Cattle	189, 116	Apples	635, 161
Butter	72, 588	Berries	40, 739
Cheese	16, 208	Oats	46, 660
Pork	11, 453	Potatoes	265, 296

JOHN G. FOSTER,
Consul-General.

HALIFAX, October 15, 1897.

Rules and regulations for the government of the port of Halifax, in Nova Scotia, and of the office of the harbor master for the said port.

[Approved by Governor-General in Council, October 14, 1896.]

RULE I. It shall be the duty of the harbor master of the said port in person, at such times and on such occasions as he shall think it necessary, to go on board every ship or vessel which shall arrive within the port of Halifax, to see that she is moored only in such a manner or position as shall be assigned to her by the following regulations:

RULE II. In case of any dispute arising between masters, owners, or other persons engaged in hauling ships or vessels in or out of any of the docks or wharves, it shall be the duty of the harbor master, if called upon, to give such directions in respect to the same as he may think fit, and all masters, pilots, and other persons having the charge or command of any ships or vessels shall comply with the directions of the said harbor master in these respects, under a penalty of fifty dollars for each and every neglect or refusal to do so.

RULE III. If any ship or vessel arriving and anchoring, or being moored or fastened to any wharf or vessel in the said harbor, shall be so moored or placed as to be unsafe and dangerous to any other ship or vessel previously lying at anchor in the said harbor, or moored or fastened as aforesaid, the said harbor master is hereby authorized and required to forthwith order and direct the situation of such ship or vessel so arriving and anchored, moored, or fastened as aforesaid, to be altered in such a manner as to prevent such insecurity and danger; and the master, pilot, or other person having charge of such ship or vessel shall comply with the orders and directions of the said harbor master in this respect, under a penalty of fifty dollars for each and every offence.

RULE IV. It shall be the duty of the harbor master to see that a track be kept open for the ferry steamers between the city and Dartmouth, and that a space of two hundred fathoms easterly from the line of wharves be reserved as a passage for the Royal Mail and other steamers.

RULE V. If any ship or vessel is moored or anchored in the stream in such a position as to obstruct or prevent the docking or undocking of any other ship or vessel, or in any way impeding the navigation of the harbor, the harbor master is hereby authorized and required to forthwith order and direct the removal of such ship or vessel so moored or anchored as aforesaid, and the master, pilot, or other person having charge of such ship or vessel shall comply with the orders and directions of the harbor master in this respect, under a penalty of fifty dollars for each and every offence.

RULE VI. No steamer entering or leaving Halifax Harbor (those of Her Majesty and the Government of the Dominion of Canada excepted) shall, while inside of George's Island, proceed at more than half her usual speed, under a penalty of one hundred dollars, to be paid by the owner, master, or agent of the vessel violating the law.

RULE VII. Whenever it shall happen that a ship or vessel is short of hands, so that she cannot be moved when ordered under the provisions of this by-law, it shall and may be lawful for the harbor master to employ a sufficient number of hands to effect such removal and to remove or assist in removing such vessel as required or may be necessary, and that at the expense of such vessel.

RULE VIII. The harbor master shall have power to order the removal of any scow, boat, or other vessel, loaded or unloaded, or anything calculated to interfere with the mooring or moving of vessels from any part of the harbor to any other part thereof; and the owner or person in charge of such scow, boat, vessel, or other obstruction, failing to make such removal in one hour after having been notified so to do by the harbor master, shall forfeit and pay a sum not exceeding twenty-five dollars; and

after one hour shall have elapsed the harbor master shall have power to remove the same, and that at the expense of the owner or person in charge thereof.

RULE IX. It shall be the duty of the harbor master to see that the docks, water privileges, and landing places belonging to, owned by, or known as the "water property of the city of Halifax," and fronting on the harbour, be kept open and free from all obstructions. Any person or persons failing to comply with the orders and directions of the harbor master in this respect shall be liable to a penalty of twenty dollars.

RULE X. All ships or vessels loading or discharging in the stream, coal, ballast, and such like materials, shall have a sufficient piece of canvas or tarpaulin so placed as to prevent any portion thereof from falling into the harbor, under penalty of fifty dollars for each and every offence, to be paid by the owner, master, or person in charge of such ship or vessel.

RULE XI. It shall be the duty of the master or other persons in charge of ships or vessels lying at the wharves, with their main, jib, or spanker booms projecting beyond the ends of the wharves, to have the same rigged in.

RULE XII. Whenever the harbor master shall find ships or vessels at the wharves or in the stream with jib, main, or spanker booms rigged out, or yards braced so as to incommode other vessels, it shall be the duty of the harbor master to direct such booms to be rigged in and such yards to be braced by or cock-billed; and the masters, pilots, or other persons in charge of such ships or vessels shall comply with the directions of the harbor master in this respect, under a penalty of fifty dollars.

RULE XIII. No vessel shall be left without some person to take care of her, by night and by day, when anchored in the stream.

RULE XIV. All vessels lying at anchor in the harbor shall keep a clear and bright light burning at least twelve feet from the uppermost deck from sunset until sunrise.

RULE XV. No vessels lying in the stream shall have any tow line, hawser, or other thing made fast to any wharf or to shore, except for the purpose of hauling in or out.

RULE XVI. No boat or vessel which may come into any of the slips, or to any pier or wharf in the said city, laden or partly laden with hay or straw, shall have any fire on board the same, under the penalty of fifty dollars, to be paid by the owner, master, or other person having charge of such boat or vessel.

RULE XVII. No ballast, stone, gravel, earth, or rubbish of any kind shall be unladen, cast or emptied out of, or thrown overboard, from any ship or vessel whatever in the harbor of Halifax, or at the entrance thereof (except in places set apart for that purpose by the harbor master), under a penalty of one hundred dollars.

RULE XVIII. No ballast, stone, gravel, earth, or rubbish of any kind shall be unladen, discharged, deposited, thrown, or laid either from any vessel, boat, scow, or other such craft, or in any other such manner, or by any person from any part of the beach or shore of the city, into any part of the harbor, or upon the beach and shore thereof, either below low-water mark, or between high and low-water mark, under the penalty of fifty dollars for each and every offence, to be paid by the owner, master, or other person having charge of any vessel, boat, scow, or other such craft from which such matter as aforesaid shall have been discharged, or by any other person or persons violating the law.

RULE XIX. No cast-off wharf logs, saw logs, log ends, refuse timber, or rubbish of a like nature shall be thrown into the water or allowed to go adrift into the harbor of Halifax, under a penalty of twenty dollars for each and every offence, to be paid by the person or persons violating this law.

RULE XX. No explosive material, such as nitroglycerine, or compounds of the same, gun cotton, or petroleum, shall be landed in the city of Halifax (except in such quantities as shall be stated in writing by the harbor master), under a penalty of one hundred dollars for each and every offence, to be paid by the owners, master, or person having charge of the ship or vessel from which explosive material has been landed.

RULE XXI. If any ship or vessel arriving or coming into the harbor of Halifax (those belonging to or employed by Her Majesty and the Government of the Dominion of Canada excepted) shall have on board any gunpowder or other explosive material as above mentioned, exceeding the quantity of twenty-five pounds, such gunpowder or other explosive material shall be unladen and discharged from such ship or vessel within forty-eight hours after her arrival, and before such ship or vessel shall be brought alongside of any pier or wharf in the said city, under the penalty of one hundred dollars for each and every offence, to be paid by the owner or owners of such ship or vessel, or by the master or person having charge or command thereof; and that whenever any gunpowder or other explosive material is discharged from any ship or vessel in the said harbor, the same shall be conveyed by water in a boat or boats to some safe and secure place for the deposit of gunpowder or explosives outside the limits of the said city, during which conveyance such gunpowder

or explosives shall be covered with a tarpaulin or other secure covering, under a penalty of fifty dollars for each and every offence, to be paid by the owner or owners of such gunpowder or other explosive material, or the person having charge or direction of such conveyance.

RULE XXII. No gunpowder or other explosive material shall be taken or received on board any ship or vessel (those belonging to or employed by Her Majesty and the Government of the Dominion of Canada excepted) while such ship or vessel shall be and remain at any pier or wharf in said city, nor until such ship or vessel shall be cleared at the custom-house and ready for sea, except with the knowledge and sanction of the harbor master, in which case as soon as the gunpowder or other explosive material is on board, the vessel shall be removed to the stream (wind and weather permitting), under the penalty of one hundred dollars for each and every offence, to be paid by the owner or owners of any such ship or vessel into which such gunpowder or other explosive material may be so received contrary to the true intent and meaning hereof, or by any person having charge or command of such ship or vessel.

RULE XXIII. Any person or persons intending to ship gunpowder or other explosive material on board of any ship or vessel lying at any wharf or pier in said harbor, must receive the consent of the harbor master before bringing the said gunpowder or other explosive material to any wharf or pier for such shipment; and any person or persons shipping or attempting to ship the same without the consent of the harbor master shall be liable to a penalty of fifty dollars, to be paid by the owner or owners of said gunpowder or other explosive material, or by the person having charge of the conveyance thereof.

RULE XXIV. Any person or persons who shall or may hinder, oppose, molest, or obstruct the harbor master in the discharge of his duty shall, on conviction, pay a penalty of fifty dollars for each and every offence.

RULE XXV. The penalty for violation of, or not conforming to the provisions of the law, and for disobeying the lawful orders or directions of the harbor master in respect to any provision for which no penalty is hereinbefore prescribed, shall be fifty dollars, to be imposed upon the owner or person in charge of the ship or vessel not conforming to the particular requirements.

SUPPLEMENTARY REPORT.

As supplementary to my report upon trade and commerce, dated October 15, 1897, I beg to submit the following information relative to the imports at the port of Halifax for the three months ending September 30, 1897:

From United States:	
Dutiable goods.....	\$161, 736
Free goods.....	97, 384
Total	259, 120
From Great Britain:	
Dutiable goods.....	256, 859
Free goods.....	254, 545
Total	511, 438
From all other countries:	
Dutiable goods.....	233, 550
Free goods.....	204, 454
Total	438, 004
Total imports.....	1, 208, 562

Comparing the above with the same three months of 1896, I find imports from United States for 1896—dutiable goods, \$200,882; free goods, \$99,653; total, \$300,535, showing a decreased importation in 1897 from the United States of 13.8 per cent. Imports from Great

Britain in 1896—dutiable goods, \$305,652; free goods, \$113,447; total \$419,099, showing an increased importation in 1897 from Great Britain of 22 per cent. Imports from all other countries, dutiable and free goods, \$854,330, showing decreased importation from all other countries in 1897 of 48.7 per cent. Total imports for period in 1896, \$1,574,003, showing a decreased total importation in 1897 of 23 per cent.

Imports from Great Britain are the only ones showing an increase, but as this increase is entirely of free goods, and the dutiable goods imported from Great Britain have declined in amount nearly 16 per cent, the "reciprocal tariff" does not appear to have caused this increased importation. The exports from the port of Halifax for the three months ending September 30, of the years 1897 and 1896 to all countries consisted of—

	1897.	1896.
Product of the mines	\$38,740	\$35,449
Product of the fisheries	1,150,796	1,041,981
Product of the forest	338,482	215,150
Product of animals	122,867	51,994
Product of agriculture	68,624	157,956
Product of manufactures	216,436	132,030
Miscellaneous sources	3,746	2,483
Gold in bars	42,884	47,121
Gold and silver coin	2,950	10,129
Total	1,985,525	1,694,293

An increase in exports, for the period mentioned, of over 17 per cent in 1897.

Japan and Holland have recently been admitted to the tariff privileges provided by the "reciprocal tariff" mentioned in my principal report. These nations should, therefore, be added to the list previously given.

JOHN G. FOSTER,
Consul-General.

HALIFAX, November 15, 1897.

WINDSOR.

In accordance with instructions under date of August 10, 1897, I have prepared a report on the trade and industries of this consular district for the year 1896 and a part of 1897.

The town of Windsor, the county seat of Hauts County, is situated on the Avon River, about 9 miles from the Basin of Minas, near its junction with a smaller river, the St. Croix, and in the center of a rich agricultural country. Population of the town about 3,000, and of the township, 3,500. The latest valuation of property and income for taxation purposes was as follows:

Real estate	\$805,400
Personal property	339,367
Income	266,565
Total	1,411,332

Rate of taxation, 1 per cent.

TRADE.

The trade of Windsor, including Kempt and two other small outposts, was as follows in the periods designated, viz:

Imports and exports of principal articles.

IMPORTS.

Articles.	1896.	First half of 1897.
Raw cotton	\$111,768	\$21,360
Anthracite coal	8,230	5,450
Bicycles	800	2,121
Hats and caps	348	796
Other articles, viz: Corn meal, hardware, machinery, etc.	39,068	13,975
Total	160,214	43,702

EXPORTS.

Gypsum (to the United States)	¹ \$96,228	\$36,784
Lumber and piling (to the United States)	26,700	10,102
Lumber and piling (to South America)	11,300	.....
Manganese ore	2,940	.....
Deals (to Great Britain) .....	.....	14,800
Cotton goods (to China)	153,165	46,800
Other articles	8,179	11,458
Total	293,522	119,939

¹ The value of the exports of plaster, or gypsum, on the books of the consulate, including charges thereon, was a little in excess of \$106,000 in the year 1896.

Excess of exports over imports, \$133,308 in 1896; \$76,237 in first half of 1897. Registered tonnage, January 1, 1896, 184 vessels, aggregating 130,798 tons; January 1, 1897, 172 vessels, aggregating 115,750 tons; decrease, 12 vessels, aggregating 15,048 tons.

Only three vessels, of an aggregate tonnage of 306, were built and registered during the last two years. Of the registered shipping, nine vessels, of an aggregate tonnage of 5,172, are engaged in carrying gypsum (plaster of paris) to ports in the United States, chiefly to New York, except during the winter season, when navigation is closed. Of the 28,055 tons of gypsum exported to the United States in the quarter ended June 30, 1897 (none was exported in the preceding quarter), only 3,245 tons were carried in American vessels; and of 35,575 tons exported in the September quarter, only 5,340 tons were shipped in American vessels.

The most important industry of Windsor is the quarrying and the shipment of gypsum in its crude state (usually called "lump plaster") to the United States. The duty of 50 cents per ton imposed on crude gypsum by the United States tariff of July 24, 1897, has not lessened the demand in New York and other ports.

INDUSTRIES.

The principal manufactories in the town of Windsor are as follows: One cotton mill, employing about 160 hands, making goods for the Chinese market to the value of over \$75,000 annually; one furniture factory, employing more than 70 hands, whose annual sales exceed \$50,000; one foundry and machine shop, employing about 50 men, making stoves, ranges, and various kinds of machinery, including stamp

mills for crushing gold ore, of the annual value of about \$50,000; one mill making fertilizers, the value of the annual output ranging between \$30,000 and \$35,000. There are two planing mills—one making doors, window frames and sashes, etc., and one making picture frames. Another produces calcined plaster; there is also a creamery, producing excellent butter and cheese.

Agricultural implements and machinery, as well as other machinery, are chiefly obtained from the Province of Ontario, but would be procured from the United States to a large extent were it not for the duty imposed thereon by the Canadian tariff.

CORNWALLIS AGENCY.

The agency at Cornwallis includes not only that township, but the entire county of Kings. It is chiefly an agricultural and fruit-producing county, the manufactures consisting of lumber (sawed), which is exported partly to the United States and partly to Cuba. The duty of \$2 per thousand feet under the tariff act of July 24, 1897, will diminish the export to the United States from all parts of this consular district. Firewood has been exported to the United States in considerable quantities from Kings County, as well as from the county of Cumberland. Kings County and other counties in the Annapolis Valley produce fruit, especially apples, to a large extent, which are chiefly exported to Great Britain. The crop of apples was very large in 1896, but was comparatively small in 1897. Dairy products and eggs were largely exported from Kings County to the United States before the higher rates of duty were imposed in 1897. The cheese and butter produced by the creameries in Kings County are of a superior quality.

KEMPT AGENCY.

Kempt is a township in Hants County, the imports and exports being included in those of Windsor. The quarrying and shipment of gypsum, the sawing of lumber, the preparing of firewood, of laths, and of timber for piles, for export to the United States, are the chief industries. Manganese ore of superior quality is mined in and shipped from Walton, an adjoining township.

The other two consular agencies in the Windsor consular district are known as Parrsboro and Port Joggins, both in Cumberland County, the nearest point being about 30 miles from Windsor. Parrsboro is situated on the Basin of Minas, and Port Joggins on or near to the Bay of Fundy.

PORT JOGGINS AGENCY.

The total exports to the United States in the year 1896 from the Port Joggins district were as follows:

Lumber, sawed.....	\$81, 211
Timber for piling	29, 063
Laths.....	17, 439
Other manufactures of wood	2, 280
	<hr/>
Grindstones.....	129, 993
Other articles.....	11, 397
	<hr/>
Total	146, 446

The lumber shipped to other countries than the United States during the year 1896 was about 17,500,000 superficial feet. During the half

year ended June 30, 1897, the lumber (spruce and hard wood), spruce deals, scantling, etc., sawed, amounted to about 19,000,000 feet, a large part of which has been shipped to Europe, but very little to the United States. About 4,000,000 laths were produced in the same half year.

In the manufacture of grindstones by the Atlantic Stone Company, about 60 men and steam power are employed. Nearly all the output in 1896 was exported to the United States. They expect to manufacture nearly 2,000 tons this season. The coal shipped from the Joggins mines was 45,311 tons in the year 1896, and in the half year of 1897, 37,126 tons. At present, the company employs 96 skilled workmen and 61 laborers for about two hundred and fifteen days in each year.

The town of Amherst, in the Port Joggins district, contains several important manufacturing establishments.

The Rhodes & Curry Company are very large manufacturers and builders, employing about 200 men, making railway cars, car wheels, street cars, forgings, and castings, also doors, sashes, etc., their business amounting to about \$480,000 annually. The Robb Engineering Company manufactures rotary sawmills of superior make, also boilers and mill gear of all kinds. They employ about 100 men. Christie Bros. & Co. employ about 30 persons and manufacture coffins, caskets, trunks, etc., using steam power to drive their machinery. The Amherst Boot and Shoe Manufacturing Company employs from 180 to 200 hands, paying about \$1,350 in wages weekly. The value of their annual output reaches \$445,000.

PARRSBORO AGENCY.

From the Parrsboro district the value of the exports to the United States during the year 1896 was as follows:

Coal, bituminous	\$17, 175
Timber for piles	17, 619
Laths	16, 814
Lumber	14, 036
Scantling	9, 340
Firewood	3, 341
Tripoli and fossil flour	5, 902
Other articles	472
Total in 1896	84, 689
Total exports to the United States in the first half of 1897	30, 355

Imports of dutiable goods into Parrsboro, Nova Scotia, during the year 1896.

Articles.	From the United States.	From Great Britain.	Articles.	From the United States.	From Great Britain.
Manufactures of—			Bicycles	\$408	
Iron	\$2, 777	\$2, 833	Parcels by express	756	
Cotton	1, 241	460	Parcels by mail	380	
Wool		324	Oil, kerosene	132	
Glass	41	208	Musical instruments	70	
Flax		118	Books	61	
Marble	105		Carriages	51	
Wood	101		Earthen ware and china ware		\$56
Breadstuffs (corp meal and flour)	1, 435		Umbrellas		33
Provisions	1, 220		Silk		38
Cordage	875	173	Other articles	76	118
Fertilizers	646		Total	10, 876	4, 261

Total imports in the year 1896 of dutiable goods, \$14,737.

Imports of free goods during the year.

From the United States:	
Animals and their products	\$1, 130
Forest products	4, 885
Miscellaneous	770
	<hr/>
From Great Britain: Manufactures	8, 765
	2, 538
Total	<hr/> 9, 603

Exports during the year ended June 30, 1897.

To Great Britain: Deals, lumber, and other manufactures of wood	\$488, 349
To the United States:	
Lumber and other manufactures of wood	\$98, 796
Coal, bituminous	17, 826
Grindstones	1, 985
	<hr/>
Total	118, 557
	<hr/> 606, 906

EDWARD YOUNG, *Consul.*WINDSOR, *October 15, 1897.*

SUPPLEMENTARY REPORT.

Since writing the foregoing, the town of Windsor has been almost wholly destroyed by fire which broke out early in the morning of the 17th instant. Every business establishment, every store, every bank, every public office, including post office and custom-house, and the consular office was destroyed, as was also every manufacturing establishment mentioned in this report except the cotton mill and the mill making fertilizers, both of which were at some distance. Of the 3,000 inhabitants, about 2,500 were rendered homeless. The lowest estimate of the value of property destroyed by the fire is \$1,200,000, of which about 50 per cent, or an aggregate of \$622,000, was covered by insurance. Two American vessels, one partly loaded and the other waiting for a load of gypsum, were lying at wharves distant from the burnt district, and escaped injury, but little was saved from the United States consular office.

In the rebuilding of places of business, dwelling and other houses, factories, churches, etc., but few articles will be imported from the United States, as the Canadian tariff virtually excludes their importation. Nearly all manufactured articles produced in the United States and required here can be obtained from the Province of Ontario on favorable terms, of course without duty.

EDWARD YOUNG, *Consul.*WINDSOR, *October 21, 1897.*

QUEBEC.

COATICOOK.*

SITUATION AND RAILWAYS.

The Coaticook consulate and agencies include an area of territory, about 75 miles in length, and, on an average, 25 miles in width, contiguous to the boundary between the Province of Quebec, New Hamp-

* In response to circular of August 10, 1897.

shire, and the eastern half of Vermont. The principal collection districts are Coaticook and Stanstead. There is a collector's port at Potton, but the business is so slight that it is not included in this report. The transportation facilities, which are by rail only, can be best understood by a brief description of the location of the consulate and the agencies.

Coaticook is situated on that portion of the Grand Trunk Railway constituting the main line between Montreal, Canada, and Portland, Me., and is about 10 miles distant from the Vermont boundary. The railway traverses the central portion of this district, which extends almost due north and south, and covers a distance of about 25 miles in length. Large shipments of steamship freight from the Western States and the Dominion, destined for European ports, are carried to Portland over this line during the season when navigation is closed.

The Stanstead agency is at the terminus of a branch of the Passumpsic Division of the Boston and Maine Railway, about 3 miles from the main line at Stanstead Junction. It is opposite the United States customs port of Derby Line, Vt.

The Lineboro agency is located at Stanstead Junction, Quebec—adjacent to the Vermont boundary—on the main line of the Passumpsic Division of the Boston and Maine Railway, and distant 6 miles from the United States customs port of Newport, Vt. This railway cuts through the western portion of the district for a distance of about 25 miles, extending southwesterly from Sherbrooke, Quebec, to White River Junction, Vt., following up the Massawippi River, and skirting the eastern shore of the beautiful and picturesque Massawippi Lake its entire length, forming the link between that lake and Lake Memphremagog. This railway line enables shippers from this province to reach all the leading New England points and New York.

The Potton agency is situated at Mansonville, Quebec, on the provincial line, directly opposite the customs port of North Troy, Vt., on the branch of the Canadian Pacific Railway between Montreal and Newport, Vt. This railway crosses the boundary near Richford, Vt., and runs east for a distance of about 5 miles on the Vermont side of the line, when it again crosses the boundary into Canada and continues east along the boundary on the Canadian side for a distance of 10 miles to Mansonville, at which point it again crosses the boundary into Vermont, following a southeasterly course to Newport, Vt. It cuts through the extreme southwestern portion of the district, and has very slight contributions in the way of trade from this section.

The Hereford agency is at the boundary, directly opposite the United States customs port of Canaan, Vt., on the Quebec Division of the Maine Central Railway, extending from Dudswell Junction, Quebec, to Lancaster, N. H., a distance of about 100 miles. For about 30 miles it traverses this district in a northwesterly direction from Hereford. Large quantities of logs are shipped at this point to the Connecticut River, and from there floated to the mills. As this business is all accounted for in the Cookshire collector's district, no statistics in relation to same will appear in this report. No additional lines of railway are being projected.

IMPORTS AND EXPORTS.

Practically all of the foreign trade of this district is with the United States and Great Britain. The statistics for the imports and exports embraced in this report are compiled from the official records at the principal customs ports—Stanstead and Coaticook—through the courtesy of the officers at the respective ports. The imports and exports

are given for each port respectively, and are also shown in consolidated form covering this consular district.

The increase in importations from Great Britain for 1897 amounted to \$8,026, chiefly in drugs and chemicals and manufactures.

The increase in importations from the United States for 1897 amounted to \$10,816. Manufactured goods in 1896 amounted to \$87,723 and in 1897 to only \$67,360. Cotton wool (and a few manufactures of same) amounted in 1896 to \$29,566 and in 1897 to \$43,222.

The increase in exports to the United States in 1897 amounted to \$141,254, consisting principally of wood and manufactures of same.

The increase in exports to Great Britain for 1897 amounted to \$406,539. About one-fourth of the increase consisted of cheese, one-fifth was cattle and horses—largely cattle—and the remaining portion was principally grain in bulk. The reason given for the large increase in grain exports is that in 1896 similar grain shipments were handled by American railways, and cleared at other ports.

Imports from the United States and Great Britain into the consular district of Coaticook, Canada.

[From official records at the principal customs ports—Coaticook and Stanstead.]

Articles.	Six months ending June 30, 1896.		Six months ending June 30, 1897.	
	From the United States.	From Great Britain.	From the United States.	From Great Britain.
Animals	\$1,180		\$2,256	\$56
Agricultural	7,425		7,688	
Brass, and manufactures of	474	\$166	753	
Cotton wool	27,669		21,656	
Cotton wool, and manufactures of	1,897	252	21,566	
Drugs, dyes, chemicals, etc.	15,108	2,700	23,238	9,134
Fisheries	1,129		579	
Glass, manufactures of	651		638	
Iron and steel, and manufactures of	3,746	1,347	6,969	1,380
Leather, and manufactures of	420		303	
Mine	3,066	4,389	4,910	3,486
Machinery	4,965	272	6,848	
Manufactures	87,723	5,123	67,360	8,475
Oils	4,115	991	6,499	
Paper, manufactures of	782	512	594	235
Stone, manufactures of	74		175	
Tin, manufactures of	65		26	
Wood, manufactures of	2,191		1,719	
Woolens, manufactures of	720	1,236	409	1,051
Worsted yarn (for braid)		7,268		8,479
Total	163,380	24,256	174,196	32,276

[Compiled from the official records at the customs port of Stanstead, Canada.]

Animals	\$1,145		\$2,231	\$50
Agricultural products	5,788		5,540	
Brass, manufactures of	14	\$166	281	
Cotton wool, and manufactures of	1,867	84	21,104	
Drugs, dyes, chemicals, etc.	9,901	2,700	18,716	9,134
Fisheries	883		303	
Glass, manufactures of	603		602	
Iron and steel, manufactures of	1,262		4,807	
Leather	351		303	
Mine products	2,908		4,910	
Machinery	4,965	272	6,848	
Manufactures	84,638	1,336	65,267	6,106
Oils	3,246	991	4,499	
Paper, manufactures of	668	512	378	235
Stone, manufactures of	74		87	
Tin, manufactures of	65		26	
Wood, manufactures of	1,518		864	
Wool, manufactures of	400	813	355	986
Total	119,796	6,824	137,121	16,607

Imports from the United States and Great Britain into the consular district of Coaticook, Canada—Continued.

[Compiled from the official records at the customs port of Coaticook, Canada.]

Articles.	Six months ending June 30, 1896.		Six months ending June 30, 1897.	
	From the United States.	From Great Britain.	From the United States.	From Great Britain.
DUTIABLE.				
Horses.....	\$15		\$25	
Belts and trusses.....	69			
Books, pamphlets, chromos, etc.....	58		154	
Suspenders and braces.....			100	
Brass, manufactures of.....	460		472	
Bran, mill feed, etc.....	1,313			
Indian corn.....			144	
Bicycles.....	273		272	
Coal, bituminous.....	158			
Printed cottons.....	22	\$218		
Cotton yarn.....	41			
Cotton thread on spool.....	365		227	
Cotton, other manufactures of.....	102		89	
Drugs, medicines, etc.....	63		48	
Fertilizers.....	709		1,184	
Fish, fresh.....	246		276	
Fruit.....	302		436	
Jute, manufactures of.....	723		345	
Glassware.....	48		36	
Fireextinguishers.....			190	
Iron and steel, manufactures of.....	2,484	419	2,162	\$369
Machine card clothing.....	49		9	
Marble and manufactures of.....			88	
Kerosene oil.....	889		2,000	
Paints ground in oil.....	24		75	
Paper and manufactures of.....	56		62	
Seeds, grass, etc.....	833		965	
Furniture, wood or iron.....	31	2,957	13	1,282
Wood and manufactures of.....	673		853	
Woolen goods.....	320	423	54	65
Total.....	10,293	4,017	10,261	1,716
FREE GOODS.				
Salt.....		4,389		3,486
Hides.....	86		70	
Wool.....	180			
Indian corn (free).....	102		497	
Bananas and pineapples.....	134		46	
Cotton waste.....			146	
Cotton wool.....	27,669		21,656	
Saltpeter.....	3,727		1,822	
Nitrate of soda.....	1,393		2,577	
Steel wire.....		604		277
Angle iron and tubes.....		824		714
Worsted yarn (for braid).....		7,268		8,479
Mohair yarn (for braid).....		830		997
Total.....	33,291	13,415	26,814	13,953
RECAPITULATION.				
Total imports, dutiable.....	10,293	4,017	10,261	1,716
Total imports, free.....	33,291	13,415	26,814	13,953
Total imports.....	43,584	17,422	37,075	15,669

Exports to the United States and Great Britain from the consular district of Coaticook, Canada.

[From official records at the principal customs ports, Coaticook and Stanstead.]

Articles.	Six months ending June 30, 1896.		Six months ending June 30, 1897.	
	To the United States.	To Great Britain.	To the United States.	To Great Britain.
Animals.....	\$31,487	\$33,530	\$46,740	\$114,182
Agricultural products.....	96,885	128,273	54,805	436,253
Forest.....	167,867	11,863	210,587	9,145
Manufactures.....	9,627	57,022	9,776	77,647
Mine products.....	40,453	.....	65,166	.....
Total.....	245,819	230,688	387,073	637,227

[Compiled from the official records at the customs port of Stanstead, Canada.]

Animals.....	\$30,968	.....	\$43,974	.....
Agricultural products.....	6,738	.....	1,914	.....
Forest.....	72,623	.....	48,044	.....
Manufactures.....	3,366	.....	6,018	.....
Mine products.....	21,849	.....	17,864	.....
Total.....	135,544	.....	117,814	.....

[Compiled from the official records at the customs port of Coaticook, Canada.]

Asbestos.....	\$18,604	.....	\$47,301	.....
Ashes.....	400	.....	360	.....
Bark for tanning.....	5,893	.....	11,610	.....
Pine and spruce deals.....	.....	\$11,863	.....	\$9,145
Boards and plank.....	41,472	.....	52,340	.....
Clapboards.....	13,430	.....	16,300	.....
Shingles.....	5,960	.....	3,145	.....
Wood for pulp.....	19,476	.....	42,932	.....
Wood, other manufactures.....	8,430	.....	35,630	.....
Horses.....	200	25,050	900	28,975
Cattle.....	.....	8,480	.....	83,761
Sheep.....	319	.....	1,866	1,446
Butter.....	.....	3,000	.....	484
Cheese.....	.....	27,621	.....	100,579
Hides and skins.....	1,433	.....	1,405	.....
Flax and flax seed.....	.....	.....	.....	581
Apples, dried and canned.....	.....	578	.....	1,897
Apples, green.....	253	22,872	.....	22,514
Barley.....	.....	.....	.....	24,820
Buckwheat.....	.....	.....	.....	2,811
Oats.....	.....	2,315	.....	89,500
Pease.....	.....	58,309	.....	189,046
Rye.....	.....	.....	.....	7,538
Wheat.....	.....	.....	.....	12,503
Wheat flour.....	.....	.....	.....	14,845
Oatmeal.....	.....	11,578	.....	17,935
Hay.....	86,583	.....	48,752	.....
Maple sugar.....	183	.....	226	.....
Straw.....	1,378	.....	2,734	.....
Clover seed.....	.....	2,000	.....	1,200
Iron, and manufactures of.....	56	.....	90	285
Steel, and manufactures of.....	64	2,005	18	650
Leather, sole and uppers.....	904	20,047	.....	42,034
Pianos.....	.....	.....	300	.....
Oil cake.....	.....	9,015	.....	19,709
Tow.....	5,237	1,482	3,350	.....
Wood manufactures.....	.....	24,473	.....	14,999
Total.....	210,275	230,688	269,259	637,227

WAGES.

Below is given a statement of wages existing at some of the principal corporations and industrial establishments.

In comparing same with wages of American labor, a proper allow-

ance should be made for the difference in cost of living. For instance, tenements for employees in the cotton factories can be obtained at from \$4 to \$5 per month, that would cost double such rental in a town similarly situated in the United States. Other items of living are in a large measure correspondingly low. Labor is undoubtedly higher here than farther in the interior, owing to the fact that this district lies along the frontier, so that, everything considered, it is fairly paid.

The greatest obstacle to the employment of labor in this vicinity is lack of work, and there is, consequently, a constant emigration, principally to the United States.

Wages and salaries in Coaticook.

Occupation.	Compensation.
Corporation:	
Aldermen and similar serve without salary.	
Secretary-treasurer.....per year..	\$400.00
Superintendent streets.....do.....	340.00
Teamsters.....per day..	1.00
Common laborer.....do.....	1.00
Firemen, volunteer, serve without pay.	
Cotton factory:	
Weaving department—	
Overseers.....per day..	2.50
Loom fixers.....do.....	1.50
Weaver.....do.....	1.00
Finishing department—	
Inspectors.....per day..	.75
Finishers.....do.....	.75
Card room—	
Overseers.....per day..	2.50
Second hands.....do.....	1.50
Card tenders.....do.....	.75
Drawing frames.....do.....	.50
Spinning room—	
Overseers.....per day..	2.50
Second hands.....do.....	1.30
Other.....do.....	.45
Mule spinners.....do.....	2.00
Frame spinners.....do.....	.75
Spoolers.....do.....	.00
Warpers.....do.....	.75
Wet drawers.....do.....	1.50
Engineer and machinist.....do.....	2.50
Watchman.....do.....	1.00
Clapboard mill:	
Foreman.....per day..	2.50
Engineer.....do.....	2.00
Fireman.....do.....	1.25
Watchman.....do.....	1.00
Machine runner.....do.....	1.00
Sorter.....do.....	2.00
Teamster.....do.....	1.00
Common laborer.....do.....	1.00
Dry goods, groceries, and general stores:	
Clerks, male.....per week..	\$8.00 to 10.00
Clerks, female.....do.....	3.00 to 6.00
Window dresser.....do.....	12.00
Bookkeeper.....do.....	9.00
Farming:	
Farm hands, male, with board 1—	
Ordinary.....per month..	12.50 to 15.00
Competent.....do.....	18.00 to 20.00
Laborer, male.....per day..	1.00
Servant, female, with board.....per month..	5.00 to 6.00
General trades:	
Bricklayers.....per day..	2.50
Masons.....do.....	2.50
Carpenters.....do.....	2.00
Plasterers.....do.....	2.50
Painters.....do.....	2.00
Blacksmiths.....do.....	1.75
Tinsmiths.....do.....	1.75
Plumbers.....do.....	2.50
Helpers will average.....do.....	1.00
Stonecutters.....do.....	2.00
Journeyman tailors.....per week..	8.00 to 10.00
Coat makers.....do.....	3.00 to 4.00

Wages and salaries in Coaticook—Continued.

Occupation.	Compensation.
Knit goods:	
Overseer.....per day..	\$2.50
Secondhand.....do..	1.25
Knitters, female.....do..	.75
Winders.....do..	.60
Card strippers, male.....do..	.85
Miscellaneous labor, card room.....do..	.60
Souring room, male labor.....do..	1.00
Spinning department, male labor.....do..	.80
Cutting department, male labor.....do..	1.00
Finishers.....do..	1.25
Seamers.....do..	1.00
Engineer and machinist.....do..	2.50
Watchman.....do..	1.00
Teamster.....do..	1.00
Ordinary labor.....do..	1.00
Lumber:	
Sawmill—	
Sawyer on large circular.....per day..	2.25
Helper.....do..	1.25
Foreman.....do..	2.00
Scaler on logs.....do..	1.50
Miscellaneous labor on small saws.....do..	1.00 to 1.25
Planing mill—	
Runners on planers.....do..	1.00 to 1.25
Tenders.....do..	.75 to 1.00
Machine shop:	
Foreman.....per day..	2.00
Machinist—	
Skilled.....do..	1.75
Ordinary.....do..	1.25
Apprentice.....do..	.50
Ordinary labor.....do..	1.00
Engineer.....do..	1.75
Watchman.....do..	1.00
Sash, doors, and finish:	
Foreman.....per day..	2.50
Door maker.....do..	1.50
Turner.....do..	1.50
Sawyer.....do..	1.40
Planer and matcher—	
Runner.....do..	1.25
Tender.....do..	.75
Surfacer.....do..	1.00
Do.....do..	.75
Molder, runner.....do..	1.10
Shaper (universal moulder).....do..	1.25
Mortiser.....do..	1.00
Tenoning machine.....do..	1.00
Swing saw.....do..	1.00
Miscellaneous labor.....do..	.75 to 1.00

¹For six months through seeding and harvesting only.

EXTENSION OF SALE OF UNITED STATES GOODS.

The extension of the sale of American goods is too large a subject to more than briefly refer to at this time, although its importance to both countries can not be overestimated.

This entire district is distinctly agricultural, and trade is practically confined to retail. The dealers buy from Montreal and Toronto, from which it will be readily seen that such American goods as are taken here come from those places. In my opinion, the best and only way to sell more United States goods in this section is to work through the jobbers in those cities, or establish branches in Montreal or Toronto and cover the territory directly. While a high tariff prevents the importation of numerous classes of United States goods, still there are unquestionably many kinds that could be sold—not only here, but in a wide market through the Dominion—on their merits in spite of the

tariff. The bicycle trade serves to illustrate what can be accomplished by pushing American goods in Canada; for it is plain to see that American bicycles are the most popular, not only here but in many other portions of the Dominion. This is the result—in a large measure—of the progressive methods of our bicycle manufacturers. Canadian manufacturers strive to arouse popular sentiment by appealing to the public, through advertisements, to purchase their makes because they are Canadian; but that argument has not been effective. Few commercial travelers visit this vicinity from the States, and their success is not great when they do, thus indicating that the trade can not be easily reached directly.

Several years ago, it was impossible to procure United States periodicals and magazines here except by subscription. To-day, all of the leading American magazines, periodicals, illustrated papers, and similar publications are on sale and freely purchased as a result of the enterprise of a Montreal news company.

I believe if the sale of United States newspapers, and especially of the great metropolitan dailies, could be successfully pushed in this country, it would result in attracting a largely increased demand for American goods through the medium of advertising, which is not contained in the Canadian press. The Canadian consumer would in this manner be brought constantly into close touch with the United States, its institutions, and products. So far as I am able to ascertain, not an American daily newspaper is to be found on sale in this vicinity, or indeed this side of Montreal. How to create a demand for American newspapers is a problem for the press to solve. Possibly the attempt has been made and failed. If so, the reason for failure should be carefully considered and an attempt made to overcome it. To make an American paper interesting to Canadians reasonable space would have to be devoted to Canadian interests. With proper train service, it would be possible to place the Boston and New York morning dailies on sale at most of the railway stations in this Province on the day of publication. The few that reach here by mail come irregularly and as a rule, are not received until from twenty-four to thirty-six hours after publication.

Canadian manufacturers are already giving careful attention to American styles, patterns, and improvements in numerous lines. This is especially noticeable in boots and shoes.

COMMERCIAL LICENSES AND CREDITS.

There is no special license required of commercial men soliciting business. Credits and business methods are much the same as in the United States. There is keen competition, and the country is thoroughly covered by travelers.

BANKS AND BANKING.

The banks in this district are all branches, and the regulations and methods are the same as exist elsewhere in the Dominion. The subject has been so fully and frequently covered by consular officers that I do not think it necessary to take it up.

JOEL LINSLEY, *Consul.*

COATICOOK, *September 30, 1897.*

SHERBROOKE.*

This consulate is bounded by the State of Maine on the east, portions of the counties of Stanstead and Compton on the south, the town of Bolton on the west, and Durham on the north.

EXPORTS.

The declared exports from this consulate for the year ending June 30, 1897, amounted to \$924,129.19.

IMPORTS.

The imports of produce of the United States into this district for the year ending June 30, 1897, amounted to \$449,438.

Rates of wages.

Class.	Highest.	Lowest.	Average.
Day laborers.....per day..	\$1. 25	\$0. 90	\$1. 00
Mechanics.....do.....	2. 50	1. 25	1. 75
Factory operatives.....do.....	1. 50	1. 00	1. 25
Lumber operatives.....do.....	1. 50	1. 00	1. 25
Painters.....do.....	2. 50	2. 00	2. 25
Masons.....do.....	3. 00	2. 00	2. 50
Domestics.....per month..	12. 00	8. 00	9. 00
Railway employees.....do.....	100. 00	30. 00	50. 00
Clerks, bookkeepers.....per year..	1, 000. 00	100. 00	300. 00

PRICES OF COMMODITIES.

This country produces all the agricultural products that are produced in the adjacent territory of the United States, including all kinds of grains and lumber. The prices for these commodities are about the same as in the United States. Lumber is the main product of this district, and owing to the rate of duty imposed by the Dingley bill, very little lumber is being shipped into the United States, but is now being exported to England.

TAXES AND CUSTOMS.

The municipal tax in this city amounts to 16 mills on the dollar and is only assessed on real estate. The new Canadian tariff was passed on the 29th day of June, 1897, and is now in effect in the Dominion. It is similar to the old tariff heretofore in force in Canada.

TRANSPORTATION.

The transportation facilities from this consulate are excellent. This city is a railroad junction. The Grand Trunk, the Quebec Central, the Canadian Pacific, and the Boston and Maine all center here, and communication with the United States is direct. Freight rates are reasonable. An electric railway is now being constructed connecting this city with Lennoxville, three miles away. This railway will be in operation by December 1 next. It is being built with American capital, the rails and machinery coming from the United States.

* In response to circular of August 10, 1897.

LICENSES AND CREDITS.

There are no commercial licenses in this district and no discriminations against foreigners. They are at liberty to come here and compete with the local trade. Commercial travelers can sell goods by sample at wholesale. Retail peddlers have to obtain a license.

The usual time for credits is sixty and ninety days.

CURRENCY.

There has been no change in the currency of this country during the past year. American money passes at par with Canadian currency. The rate of exchange on New York and Boston is one quarter of one per cent.

PAUL LONG,
Consul.

SHERBROOKE, October 5, 1897.

THREE RIVERS.*

I have the honor to submit herewith as complete and accurate a statement as I can obtain of the exports and imports of the consular district of Three Rivers, Quebec, for the six months ended June 30, 1897.

Owing to my having taken charge of this office only on the 1st of September, 1897, and to the complete lack of statistics of recent date, I find it impossible to make a more comprehensive report.

The figures are furnished by the custom-house, and details as to imports from the different countries can not be obtained.

Value of exports declared from the consular district of Three Rivers to the United States during the six months ended June 30, 1897.

Articles.	Value.	Articles.	Value.
Books, etc	\$100	Mineral water	\$2,041
Furs, undressed	620	Pig iron	33,870
Household effects	1,630	Planks and boards	68,250
Hay	955	Pulp wood	14,725
Iron ore	156	Wood pulp	84,173
Iron oxide	460	Wool	2,629
Laths	1,385		
Manufactures of leather	96	Total	201,290

Value of declared imports into the consular district of Three Rivers during the six months ended June 30, 1897.

Countries.	Value.	Countries.	Value.
United States	\$47,974	Holland	\$1,113
Great Britain	8,673	Austria	357
Germany	1,623		
France	1,207	Total	60,947

URBANI J. LEDOUX,
Consul.

THREE RIVERS, October 12, 1897.

* In response to circular of August 10, 1897.

DECLARED EXPORTS, DOMINION OF CANADA.

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada during the year ended June 30, 1897.

BRITISH COLUMBIA.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
NANAIMO.					
Coal.....	\$354,809.50	\$476,370.10	\$418,224.25	\$416,793.00	\$1,666,196.85
Hides.....	484.52	298.15	375.00	435.00	1,600.67
Household goods.....	1,728.00	.....	500.00	500.00	2,728.00
Returned American goods.....	.....	.....	30.00	60.00	90.00
Total.....	357,032.02	476,666.25	419,129.25	417,848.00	1,670,675.52
VANCOUVER.					
Fish.....	18,528.00	46,708.00	39,743.00	13,441.00	118,420.00
Furs.....	.....	1,171.00	.....	.....	1,171.00
Hides and skins.....	5,154.00	14,049.00	9,834.00	15,425.00	44,462.00
Logs.....	3,610.00	.....	3,083.00	4,290.00	10,983.00
Lumber.....	2,651.00	2,760.00	2,311.00	1,928.00	9,650.00
Matte.....	161,296.00	188,760.00	344,194.00	32,011.00	726,261.00
Merchandise.....	6,366.00	1,053.00	928.00	3,204.00	11,561.00
Merchandise returned, United States.....	1,782.00	648.00	1,882.00	5,779.00	10,091.00
Ore:	.....	.....	.....	.....	.....
Galena.....	188,468.00	314,655.00	287,629.00	189,862.00	980,614.00
Gold.....	8,920.00	5,762.00	4,726.00	4,002.00	23,410.00
Iron.....	.....	349.00	1,689.00	1,174.00	3,212.00
Shingles.....	11,671.00	3,392.00	1,771.00	1,423.00	18,257.00
Coal (Union).....	209,944.00	116,984.00	81,590.00	134,839.00	543,357.00
Total.....	618,390.00	696,191.00	779,380.00	407,378.00	2,501,439.00
VICTORIA.					
Coal tar.....	.....	.....	1,676.89	152.50	1,779.39
Copper ore.....	.....	.....	2,855.00	1,245.60	4,100.60
Drugs.....	.....	626.96	.....	1,006.27	1,633.23
Dry goods.....	.....	342.05	.....	.....	342.05
Furs, hides, and skins.....	25,297.49	15,263.40	21,070.64	32,893.82	94,525.35
Fresh fish.....	1,602.50	.....	.....	.....	1,602.50
Gold bullion.....	114,130.31	103,254.27	47,311.82	61,816.48	326,512.88
Goods in transit.....	1,352.50	.....	6,381.03	2,452.78	10,186.31
Household goods and personal effects.....	610.00	.....	.....	.....	610.00
Junk.....	.....	.....	.....	801.39	801.39
Liquors.....	3,803.21	9,888.55	5,846.10	4,391.99	23,929.85
Returned American goods.....	3,374.50	1,114.60	2,192.55	997.43	7,679.08
Silk handkerchiefs.....	452.55	.....	.....	.....	452.55
Tea.....	.....	.....	.....	267.53	267.53
Tin plate.....	.....	.....	3,152.50	17,136.10	20,288.60
Tobacco.....	2,045.00	.....	.....	.....	2,045.00
Wool.....	.....	1,730.00	1,607.50	4,088.41	7,425.91
Yellow metal.....	.....	419.71	275.06	.....	694.77
Miscellaneous merchandise.....	549.50	702.00	488.80	806.06	2,546.36
Total.....	158,217.56	133,341.54	92,807.89	128,056.36	507,423.35
RECAPITULATION.					
Nanaimo.....	357,032.02	476,666.25	419,129.25	417,848.00	1,670,675.52
Vancouver.....	618,319.00	696,191.00	779,380.00	407,378.00	2,501,439.00
Victoria.....	153,217.56	133,341.54	92,807.89	128,056.36	507,423.35
Total for British Columbia.....	1,128,568.58	1,306,198.79	1,291,317.14	953,282.36	4,679,537.87

MANITOBA.

WINNIPEG.					
American goods returned.....	\$425.00	\$1,192.00	\$2,152.25	\$3,531.50	\$7,300.75
Bran, etc.....	.....	404.50	.....	3,112.00	3,516.50
Empty barrels.....	2,018.00	2,839.50	.....	.....	4,847.50
Cattle.....	.....	.....	.....	11,669.00	11,669.00
Emigrants' effects and teams.....	6,185.00	5,769.00	3,808.00	450.00	16,202.00
Fresh frozen fish.....	24,357.34	53,468.00	100,006.00	13,369.00	191,200.34
Gunpowder.....	397.50	280.50	128.50	.....	806.50
Raw furs.....	15,198.00	1,063.00	17,513.00	19,280.00	53,054.00
Raw hides.....	17,441.61	44,641.00	34,782.00	27,465.00	124,329.61
Seneca root.....	7,733.10	7,133.50	352.50	.....	15,219.10
Sundries.....	1,689.72	.....	602.00	1,297.50	3,589.22
Wool.....	11,296.44	2,305.00	5,633.00	23,503.50	42,737.94
Total.....	86,741.71	119,086.00	164,977.25	103,677.50	474,482.46

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

NEW BRUNSWICK.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CAMPBELLTON AND AGENCIES.¹					
Animals:					
Horses			\$50.00		\$50.00
Moose		\$400.00			400.00
Sheep and lambs	\$700.00	340.00			1,040.00
Clays: Terra Alba	1,890.72	3,549.40		\$2,839.90	8,280.02
Extract of hemlock bark and oak wood	1,059.70		499.52		1,559.22
Fish:					
Fresh smelts and salmon ..	1,219.95	60,451.75	96,419.88	169.00	158,261.18
Canned lobsters	45,853.40	2,002.26	1.80	24,432.28	72,289.66
Fruit: Canned blueberries ..	13,271.49	8,707.04	1,611.20	6,420.05	30,009.78
Furs and hides, raw			310.20		310.20
Goods returned	422.50	515.00	821.00	66.42	1,824.92
Hay, pressed	1,570.30	208.00			1,778.30
Minerals:					
Calcined plaster	5,399.00	8,322.10		3,826.20	17,547.90
Rock plaster	27,919.70	20,695.40		22,008.05	70,613.15
Personal effects	1,890.00	2,108.50	847.00	993.00	5,898.50
Stone:					
Building stone		1,100.00			1,100.00
Grindstones	5,787.50	3,381.00			9,168.50
Wood:					
Boards, deals, etc	27,462.49	14,718.50		6,600.00	48,780.99
Box shooks	801.92			788.50	1,590.42
Firewood	200.00				200.00
Hemlock bark	5,169.00				5,169.00
Laths	11,691.65	6,245.00		4,647.35	22,584.00
Piles and poles				430.00	430.00
Railway ties	3,248.50	2,336.00		2,028.00	7,610.50
Shingles (cedar)	93,119.50	103,004.13	41,385.90	94,911.28	332,420.31
Ships' knees	975.85	3,183.65	456.95	248.95	4,865.40
Wood pulp (sulphite fiber) ..	27,674.79	16,744.59	19,359.56	9,891.45	73,670.39
Miscellaneous	228.00	390.04	5.75	126.00	749.13
Total	277,526.06	258,402.30	161,768.76	180,420.01	878,117.13
ST. JOHN.					
Agricultural products:					
Onions			588.72		588.72
Potatoes			185.50	1,478.50	1,664.00
Turnips				51.00	51.00
Animals:					
Horses	4,988.50	2,001.50	590.50	1,230.00	8,800.50
Moose	175.00				175.00
Sheep	352.50	703.00			1,055.50
Bark, hemlock	1,125.00		702.50	712.00	2,539.50
Berries	117.50				117.50
Coal tar				217.50	217.50
Cotton:					
Manufactures of		56.00			56.00
Waste		361.56		629.27	990.83
Emigrants' effects	12,071.40	7,626.50	4,553.15	7,790.00	32,041.05
Fish:					
Canned			310.50		310.50
Dried	809.50	1,549.00		379.25	2,737.75
Fresh				798.50	798.50
Lobsters	2,494.80			11,033.00	13,518.40
Oil	1,979.08	2,992.85		259.38	5,231.31
Pickled	12,641.50	10,277.50	3,221.50		26,139.50
Smoked	5,191.39	19,362.36	23,154.35	17,431.75	65,139.85
Sounds		2,007.50			2,007.50
Fruit:					
Apples		47.25			45.25
Oranges			382.50	450.80	833.30
Furs, hides, and skins	5,976.61	10,547.23	18,940.39	5,567.10	41,031.33
Glue stock				108.58	108.58
Goods returned to the United States	2,261.25	5,690.62	2,123.47	886.50	10,951.84
Junk		480.00			480.00
Lime juice	1,067.50				1,067.50
Machinery		535.20	202.50	3,530.50	4,268.20
Manufactures of—					
Leather		128.00			128.00
Metal		81.00	282.50		363.50

¹ Agencies, Bathurst, Moncton, Newcastle, and Richibucto.

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

NEW BRUNSWICK—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ST. JOHN—continued.					
Manufactures of wood			\$133. 50	\$44. 00	\$177. 50
Medicinal preparations	\$258. 50	\$855. 00	282. 50		1, 426. 50
Minerals:					
Cement				434. 50	434. 50
Soft coal	162. 00		9, 435. 00	20, 442. 50	30, 039. 50
Lime	4, 187. 22	4, 893. 49		185. 50	9, 256. 21
Granite	8, 176. 25	2, 385. 42	114. 50	787. 50	11, 463. 67
Graphite	182. 50	228. 50			411. 00
Precious stones	502. 50				502. 50
Mineral water				492. 50	492. 50
Molasses	1, 159. 14	168. 95	1, 122. 11	548. 10	2, 998. 30
Poultry		687. 42			687. 42
Salt	1, 281. 00	674. 50	1, 371. 50	3, 399. 80	6, 726. 80
Skates	1, 337. 70	335. 30			1, 673. 00
Specimens of natural history ..	181. 10				181. 10
Spirits:					
Gin				295. 70	295. 70
Whisky	110. 00		81. 00		191. 00
Spruce gum		142. 50	287. 50	213. 45	643. 45
Sundries	138. 00	146. 00	15. 00	51. 00	344. 00
Tea	1, 209. 00		460. 94	149. 70	1, 819. 64
Tin				127. 50	127. 50
Tobacco	66. 00	247. 95		1, 431. 21	1, 745. 16
Wire nails		58. 49			58. 49
Wood:					
Laths and lumber	440, 101. 74	287, 071. 86	132, 742. 85	507, 459. 33	1, 367, 375. 78
Kiln wood	10, 049. 50	6, 627. 00	297. 50	5, 419. 00	22, 393. 00
Wool		5, 590. 00	7, 077. 98	3, 755. 94	16, 423. 92
Total	520, 343. 98	374, 519. 45	209, 358. 71	597, 794. 46	1, 702, 016. 60
ST. STEPHENS.					
Agricultural products:					
Apples		13. 00			13. 00
Beans	31. 00	176. 00	45. 00		252. 00
Carrots			3. 00		3. 00
Potatoes				125. 00	125. 00
Turnips	2, 259. 00	10, 721. 00	6, 667. 00	27. 00	19, 674. 00
Animals:					
Cows			330. 00		330. 00
Horses	200. 00	215. 00	100. 00	75. 00	590. 00
Lambs	1, 203. 00	357. 00			1, 560. 00
Sheep	72. 00	22. 00			94. 00
Blankets		3. 00			3. 00
Coal	7, 850. 00	9, 420. 00	3, 140. 00		20, 410. 00
Coal tar	163. 00			163. 00	326. 00
Cocoa butter				1, 138. 00	1, 138. 00
Emigrants' effects	6, 098. 00	6, 425. 00	808. 00	40. 00	13, 371. 00
Fertilizer				928. 00	928. 00
Fish	14. 00	347. 00	121. 00	325. 00	807. 00
Furniture	41. 00	36. 00			77. 00
Goods returned to the United States	362. 00	616. 00	127. 00	1, 075. 00	2, 170. 00
Harnesses		8. 00	5. 00		13. 00
Hides and skins		1, 385. 00	1, 350. 00	498. 00	3, 233. 00
Iron, steel, and manufactures of		1, 942. 00		50. 00	1, 992. 00
Matches	5. 00	21. 00			26. 00
Molasses	583. 00	2, 360. 00	402. 00	1, 159. 00	4, 504. 00
Slate mantels			60. 00		60. 00
Sleigh			15. 00		15. 00
Sled runners		8. 00			8. 00
Steam shovels and outfit		2, 000. 00			2, 000. 00
Soda, bicarbonate of	4. 00				4. 00
Tea	1, 392. 00	5, 061. 00	201. 00	3, 470. 00	10, 124. 00
Telegraph cable		100. 00			100. 00
Wagon			10. 00		10. 00
Wood, and manufactures of:					
Bark	710. 00		750. 00		1, 460. 00
Blocks, last	730. 00	825. 00			1, 555. 00
Firewood		80. 00	1, 200. 00		1, 280. 00
Hoops	300. 00	573. 00	150. 00	258. 00	1, 281. 00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

NEW BRUNSWICK—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ST. STEPHENS—continued.					
Woods and manufactures of—					
Continued:					
Laths	\$4,754.00	\$4,115.00	\$636.00	\$6,198.00	\$15,703.00
Lumber	52,264.00	6,948.00	1,360.00	28,923.00	89,495.00
Piles	101.00				101.00
Posts	85.00	20.00		62.00	167.00
Ship timber		488.00	75.00	90.00	653.00
Shingles	1,313.00			4,760.00	6,073.00
Sleepers			900.00		900.00
Pickets				160.00	160.00
Wool		3,640.00	3,420.00	15,125.00	22,185.00
Total	80,524.00	57,025.00	21,875.00	64,639.00	224,063.00
RECAPITULATION.					
Campbellton and agencies	277,526.06	258,102.30	161,768.76	180,420.01	878,117.18
St. Johns	520,348.98	374,519.45	209,358.71	597,794.46	1,702,016.60
St. Stephen	80,524.00	57,025.00	26,875.00	64,369.00	224,063.00
Total for New Brunswick	878,399.04	689,646.75	398,002.47	842,583.47	2,804,196.78

NEWFOUNDLAND.¹

ST. JOHNS.					
Fish	\$21,547.75	\$41,616.64	\$16,754.21	\$33,196.90	\$113,115.50
Miscellaneous	863.20	19,155.06	1,880.20	1,148.71	23,047.17
Oil	5,875.74	68,929.72	47,005.21	4,863.83	127,265.50
Ore	77,392.50	92,787.50		33,170.64	203,350.64
Total	105,679.19	222,479.92	66,239.62	72,380.08	466,778.81

NOVA SCOTIA.

ANAPOLIS.					
Apples	\$138.00	\$922.00	\$749.00		\$1,809.00
Cord wood	3,271.75	731.50		\$2,115.75	6,119.00
Fish	163.50	3,312.00	1,252.00		4,727.50
Lumber	8,484.67	12,511.15	5,130.70	31,643.24	57,769.76
Lath				69.30	69.30
Piling	1,050.00	225.00	520.00	3,105.00	4,900.00
Potatoes	1.00				1.00
Total	13,108.92	17,701.65	7,651.70	36,938.29	75,395.56
BARRINGTON.					
Cord wood				227.50	227.50
Herring				238.50	238.50
Lumber				851.99	851.99
Lobsters, live	705.04		1,923.00	6,934.50	9,562.54
Mackerel, fresh	358.50			2,012.00	2,370.50
Mackerel, salt				285.00	285.00
Total	1,063.54		1,923.00	10,549.49	13,536.03
BRIDGEWATER.					
Laths	652.64			2,378.75	3,032.39
Pulp	946.89	4,252.72		926.33	6,125.94
Cord wood	230.00				230.00
Railway ties	598.00			400.00	998.00
Lumber	728.00	5,563.28		1,800.36	8,091.64
Total	3,156.53	9,816.00		5,506.44	18,477.97

¹Newfoundland does not belong to the Dominion of Canada, but is inserted here for geographical and trade reasons.

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

NOVA SCOTIA—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
DIGBY.					
Apples.....	\$26.00	\$26.00			\$52.00
Bark, hemlock.....	3,091.00	169.00			3,260.00
Barrels.....	3.00	28.00			31.00
Codfish.....	2,228.00	11,900.00			14,128.00
Eggs.....	29.00	12.00		\$60.00	101.00
Eels.....	4.00				4.00
Furs, raw.....		603.00			603.00
Hake.....		223.00			223.00
Household effects.....		173.00		153.00	326.00
Hake sounds.....		1,696.00	\$312.00		2,008.00
Junk.....		33.00			33.00
Lobsters, live.....	603.00			2,547.00	3,150.00
Lumber.....	15,572.00	7,082.00	2,333.00	38,756.00	63,743.00
Lobsters, canned.....	153.00				153.00
Lath.....	41.00	132.00		249.00	422.00
Oil, fish.....		336.00		5.00	341.00
Pickets.....				5.00	5.00
Piling.....	5,515.00	2,437.00	2,794.00	7,083.00	17,779.00
Plank.....	4,206.00				4,206.00
Pulp wood.....	1,740.00	850.00			2,590.00
Potatoes.....	18.00	188.00		1.00	207.00
Pollock.....	640.00	3,650.00			4,290.00
Poles.....				136.00	136.00
Spars.....		49.00		97.00	146.00
Turnips.....	3.00	38.00		5.00	46.00
Timber.....		1,522.00			1,522.00
Wood, fire.....	8,208.00	2,303.00	660.00	5,887.00	17,058.00
Total.....	42,080.00	33,450.00	6,099.00	54,934.00	136,543.00
HALIFAX.					
Apples.....		111.50			111.50
Berries.....	2,529.68	15,939.20		1,441.50	19,910.38
Cotton waste.....		338.76			338.76
Emigrants' effects.....	1,678.00	2,215.28	457.00	1,179.00	5,529.28
Coke.....			245.50	2,139.00	1,384.50
Collection old stamps (postage).....			477.50		477.50
Fish:					
Canned.....	62,149.43	9,231.69	2,354.39	82,668.99	156,404.50
Dry.....	29,740.14	72,390.25	61,458.94	28,035.73	189,625.06
Fresh.....	1,504.40	466.03	4,968.07	4,797.10	11,765.60
Hooks.....	127.50	310.38			437.88
Oil.....	7,085.70	18,946.34	1,948.14	1,228.62	29,218.80
Pickled.....	33,204.42	31,440.99	22,910.61	2,994.37	90,550.39
Sounds.....	252.65	297.90			550.55
Goods returned to United States.....	91.00	789.28	564.00	1,102.04	2,546.32
Hay.....	179.00	706.69	242.50		1,128.19
Hides and skins.....	3,001.69	3,007.40	3,366.96	3,734.89	13,710.93
Horses.....	369.80			182.50	552.10
Junk.....	2,498.05	2,635.85	1,401.98	1,966.49	8,502.37
Laths and lumber.....	8,090.94	2,516.75	872.50	13,026.68	24,505.97
Liquors.....	164.15	428.30	542.98	1,530.66	2,666.09
Manganese.....	3,482.50	702.50	479.25		4,664.25
Molasses.....		11,619.50	6,187.62	296.98	18,084.00
Potatoes.....			454.25	268.50	722.75
Salt.....	412.00	602.50			1,014.50
Skates.....		3,231.36		911.68	4,143.04
Tea.....		89.97		2,903.87	2,993.84
Wagons.....				184.00	184.00
Wool.....			1,185.62		1,185.62
Tools.....			228.00		228.00
Jewelers' sweepings.....				202.50	202.50
Total.....	156,569.95	178,618.42	110,343.70	147,796.10	593,327.17
LIVERPOOL.					
Fish.....	4,149.00			11,585.00	15,734.00
Lumber.....	12,133.68	5,747.31		8,777.36	26,658.33
Raw furs.....	925.40		1,183.45		2,108.85
Ship timber.....		200.00	150.00		350.00
Wood pulp.....	11,393.70	18,359.82	3,856.53	1,417.00	35,027.05
Total.....	28,601.76	24,307.13	5,189.98	21,779.36	79,878.23

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

NOVA SCOTIA—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
LUNenburg.					
Lumber, laths, and shingles...	\$678.00	\$1,105.00	\$1,310.80	\$5,274.26	\$8,368.06
Dry fish.....		5,997.80	5,461.27		11,459.07
Pickled fish.....	575.00	345.00			920.00
Cod oil.....	873.34	1,465.45			2,278.79
Wood pulp.....			2,896.14		2,896.14
Cord and slab wood.....				155.95	155.95
Total.....	2,126.34	8,853.25	9,668.21	5,430.21	26,078.01
PICTOU.					
Blueberries, canned.....	811.70	521.15			1,332.85
Coal, bituminous.....	122,687.40	58,852.80	50,482.50	57,880.20	289,902.90
Chairs (returned American goods).....	102.50				102.50
Fish:					
Lobsters, canned.....	58,543.65			77,159.30	125,702.95
Lobsters, fresh.....				422.00	422.00
Salmon, fresh.....	1,730.00	387.94		463.50	2,581.44
Mackerel, salt.....	29,589.98	23,748.35		6,232.43	59,570.76
Mackerel, fresh.....				3,770.05	3,770.05
Halibut, iced.....		500.00		240.30	840.30
Herring, frozen.....		382.50			382.50
Herring, pickled.....		637.00			637.00
Alewives, pickled.....		12.00			12.00
Sounds.....	37.00	138.66		250.00	425.66
Gypsum.....	12,573.56	2,818.00		2,420.75	17,812.31
Grindstones.....		1,502.50			1,502.50
Horses.....	31.00	272.50			303.50
Immigrants' effects.....	2,177.50	1,153.00	842.75	926.00	5,099.25
Instruments, scientific.....	27,305.00				27,305.00
Knees, ship.....		680.00		2,321.00	2,981.00
Lumber, hardwood.....		71.00		402.50	473.50
Machinery.....	854.16			102.50	956.66
Oil, cod.....	120.00	128.00			248.00
Plastering hair.....				192.74	192.74
Plumbago.....		1,002.50			1,002.50
Railroad ties.....	5,348.13	56.00		6,493.80	11,897.93
Skins.....	77.00	2,149.43	202.50	152.50	2,581.43
Sandstone, building.....				1,249.75	1,249.75
Waste, yarn.....				506.06	506.06
Whalebone.....	10,002.50				10,002.50
Wool.....	2,971.60	1,786.75	1,059.27	9,232.85	15,049.37
Woolen cloths.....				534.34	534.34
Total.....	274,312.68	97,370.08	52,587.02	172,032.07	596,301.85
SHELBURNE.					
Cordwood.....				468.75	468.75
Herring.....		192.00			192.00
Junk.....		30.00			30.00
Lobsters, alive.....	1,407.50			13,277.50	14,685.00
Lobsters, canned.....	392.50			2,900.08	3,292.58
Lumber.....	5,301.50	2,756.00	950.62	2,266.05	11,274.17
Mackerel, pickled.....				502.50	502.00
Moose antlers.....		11.00			11.00
Oil (for stuffing leather).....		537.80			537.80
Total.....	7,101.50	3,526.80	950.62	19,414.88	30,993.80
WINDSOR.					
Animals, living, horses.....	70.00		100.00	152.00	322.00
Barrels, empty.....	58.00				58.00
Carpets.....				135.00	135.00
Coal, bituminous.....	6,023.00	4,892.00	681.00	3,660.00	15,256.00
Dairy products.....	112.00				112.00
Fish, fresh, shad.....		15.00			15.00
Fossil flour.....	788.00				788.00
Fruit, green, apples.....	400.00	3,616.00			4,016.00
Furs.....		290.00			290.00
Grindstones.....	3,500.00	5,502.00			9,002.00
Gum, spruce.....		720.00	365.00	8.00	1,093.00
Gypsum (plaster of paris), underground.....	44,641.00	23,111.00		36,784.00	104,536.00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

NOVA SCOTIA—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
WINDSOR—continued.					
Hides and skins.....	\$291.00	\$148.00	\$253.00	\$248.00	\$935.00
Household goods of emigrants.....	1,282.00	685.00	130.00	250.00	2,347.00
Hay and straw.....	.....	290.00	.....	.....	290.00
Iron ore.....	.....	322.00	.....	.....	322.00
Manganese ore.....	2,625.00	100.00	.....	425.00	3,150.00
Molding sand.....	942.00	.....	.....	.....	942.00
Tripoli.....	.....	5,114.00	.....	.....	5,114.00
Wood, and its manufactures:					
Laths.....	14,284.00	5,883.00	2,629.00	7,072.00	29,868.00
Lumber, sawed.....	33,398.00	35,473.00	5,297.00	29,564.00	103,732.00
Firewood.....	3,033.00	398.00	.....	803.00	4,234.00
Piling and poles.....	19,631.00	10,215.00	967.00	28,445.00	59,258.00
Scantling.....	.....	648.00	.....	1,080.00	1,728.00
Ship's knees.....	.....	.....	90.00	.....	90.00
Spars.....	.....	108.00	.....	.....	108.00
Other.....	240.00	.....	.....	.....	240.00
Wool.....	.....	.....	.....	635.00	635.00
Sundries:					
Junk.....	25.00	.....	.....	.....	25.00
Geological specimens.....	.....	3.00	.....	.....	3.00
Potatoes.....	.....	8.00	.....	.....	8.00
Total.....	131,343.00	97,336.00	10,512.00	109,261.00	348,452.00
YARMOUTH.					
Animals, horse.....	125.00	.....	.....	.....	125.00
Bay rum.....	.....	.....	.....	248.50	248.50
Berries.....	.....	.....	616.50	.....	616.50
Cotton waste.....	.....	.....	.....	524.72	524.72
Emigrants' effects.....	100.00	625.50	.....	.....	725.50
Cod oil.....	.....	249.78	.....	.....	249.78
Firewood.....	.....	127.50	.....	.....	127.50
Fish, fresh:					
Halibut.....	3,589.71	424.48	2,096.50	7,890.02	13,790.71
Lobsters.....	716.50	.....	332.50	438.50	1,487.50
Mackerel.....	.....	2,315.00	.....	3,625.95	5,940.95
Salmon.....	.....	54.60	.....	.....	54.60
Fish, pickled, dried, etc.:					
Alewives.....	.....	2,617.50	.....	.....	2,617.50
Cod.....	7,421.80	9,419.80	18,340.86	3,867.40	39,049.96
Haddock.....	1,294.85	275.00	1,433.00	.....	3,002.85
Hake.....	.....	277.50	.....	752.50	1,030.00
Hake sounds.....	.....	528.82	.....	.....	528.82
Herring.....	.....	2,507.50	177.50	.....	2,685.00
Lobsters, canned.....	6,989.50	302.50	3,653.00	18,423.00	29,368.00
Mackerel.....	.....	176.50	.....	.....	176.50
Hides.....	.....	635.00	302.50	227.50	1,165.00
Junk.....	252.50	.....	.....	.....	252.50
Lumber.....	16,107.00	6,871.50	2,918.80	11,428.26	37,325.56
Miscellaneous.....	6,777.50	.....	.....	.....	6,777.50
Potatoes.....	.....	.....	.....	189.35	189.35
Returned American products.....	.....	1,362.50	.....	.....	1,362.50
Sewing machines.....	.....	.....	252.50	.....	252.50
Wood pulp.....	.....	611.50	1,661.18	.....	2,472.68
Wood shoe heels.....	.....	102.70	.....	.....	102.70
Wool.....	.....	.....	3,106.50	.....	3,106.50
Total.....	43,174.36	29,485.18	35,091.44	47,555.70	155,306.68
RECAPITULATION.					
Annapolis.....	13,108.92	17,701.65	7,651.70	36,933.29	75,395.56
Barrington.....	1,063.54	.....	1,923.00	10,549.49	13,536.03
Bridgewater.....	3,156.53	9,816.00	.....	5,505.44	18,477.97
Digby.....	42,090.00	33,450.00	6,099.00	54,934.00	136,543.00
Halifax.....	156,569.95	178,618.42	110,343.70	147,795.10	593,327.17
Liverpool.....	28,601.76	24,307.13	5,189.98	21,779.86	79,878.23
Lunenburg.....	2,126.34	8,853.25	9,668.21	5,430.21	26,078.01
Pictou.....	274,312.68	97,370.08	52,587.02	172,032.07	596,301.85
Shelburne.....	7,101.50	3,526.80	950.62	19,414.88	30,993.80
Windsor.....	131,343.00	97,336.00	10,512.00	109,261.00	348,452.00
Yarmouth.....	43,174.36	29,485.18	35,091.44	47,555.70	155,306.68
Total for Nova Scotia.....	702,618.58	500,464.51	240,016.67	631,190.54	2,074,290.30

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
AMHERSTBURG.					
Emigrants' effects.....	\$450.00	\$1,184.00	\$8.00		\$1,642.00
Cattle.....				\$953.90	953.90
Hay.....				270.00	270.00
Horses.....	1,500.00	440.00		800.00	2,740.00
Logs.....	840.00			1,068.00	1,908.00
Lumber.....	549.00	933.00		1,750.79	3,232.89
Sand.....	300.00				300.00
Seeds.....		1,093.38			1,093.38
Staves.....	31,654.22	23,296.53	8,473.14	24,211.60	87,635.49
Wool.....				2,686.36	2,686.36
Total.....	31,740.65	8,481.14	27,546.91	35,293.22	103,062.02
BARRIE.					
Apples.....		161.10			161.10
Barley.....		1,817.20		1,017.28	2,834.48
Bones.....				116.70	116.70
Cattle.....			4,648.75	12,991.00	17,639.75
Eggs.....		2,527.20			2,527.20
Hair (plasterer's).....				138.00	138.00
Lambs.....	2,660.50	1,143.00			3,803.50
Lambs and sheep.....	4,455.00	455.00			4,910.00
Lumber (elm).....			115.50		115.50
Lumber (elm and pine).....				442.15	442.15
Lumber (pine).....		1,582.93			1,582.93
Settlers' effects.....	407.00	800.00		400.00	1,107.00
Wool.....				7,508.55	7,508.55
Total.....	7,522.50	7,986.43	4,764.25	22,613.68	42,886.86
BELLEVILLE.					
Actinolite ore:					
Crude.....			50.00		50.00
Ground.....	680.00		510.00	272.00	1,462.00
Barley.....		4,200.00			4,200.00
Beef.....		1,342.57			1,342.57
Bones.....		194.00	108.90	366.63	669.53
Breeding animals.....	250.00		835.00		1,085.00
Cattle:					
Stockers.....			412.00	6,377.21	6,789.21
Fat.....			434.50		434.50
Emigrants' effects.....	2,750.00	4,306.00	1,345.00	448.25	8,849.25
Hides and skins.....	3,103.84	6,839.35	5,635.00	10,538.75	26,116.94
Horses.....	2,217.50		550.00	1,880.00	4,647.50
Sheep and lambs.....	1,312.20	6,503.45	886.00		8,701.65
Pease.....	600.00	612.14			1,212.14
United States products re-					
turned.....	25.00	137.50	105.00	344.20	611.70
Wool.....	2,397.00			2,741.00	5,138.00
Other items.....	6.50	140.40			146.90
Total.....	13,342.04	24,275.41	10,871.40	22,968.04	71,456.89
BROCKVILLE.					
Cattle.....		18,077.91	1,641.00	1,576.00	21,294.91
Emigrants' effects.....	5,545.00	6,165.00	1,816.00	950.00	14,476.00
Hides.....	14,788.79	16,098.14	32,336.42	40,325.34	103,548.69
Horses.....	875.00	1,235.00	3,165.00		5,275.00
Lath and shingles.....	331.75	750.40		843.50	1,925.65
Lumber.....	4,159.49	19,057.32	1,429.92	22,825.65	47,472.38
Poultry.....		6,573.38	17,320.51		23,893.89
Returned United States prod-					
ucts.....	615.20	1,055.00	2,629.00	1,290.00	5,529.20
Tea.....				3,716.95	3,716.95
Wood, prepared.....				4,000.00	4,000.00
Wool.....	6,653.54		12,200.00	24,236.68	43,090.22
All other articles.....	754.50	1,825.48		756.45	3,336.43
Total.....	33,723.27	70,837.63	72,537.85	100,460.57	277,569.32

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CHATHAM.					
Animals for breeding purposes			\$2,655.00	\$150.00	\$2,805.00
Apples		\$1,049.45			1,049.45
Beans	\$5,436.93	13,143.83	12,612.26	3,344.81	34,537.83
Cattle			5,532.00	19,750.00	25,282.00
Emigrants' effects	4,390.00	3,952.00	1,405.00	1,660.00	11,407.00
Hides	1,873.13	4,199.42	2,336.25	500.00	8,908.80
Logs	8,200.00	5,000.00		18,703.50	31,903.50
Lumber	855.00	1,170.26	870.00	680.00	8,075.26
Sheep and lambs	4,001.25	5,744.00	260.00		10,005.25
Staves and bolts	63,795.55	33,111.51	5,435.72	35,932.80	138,275.58
Wool	12,212.60	4,270.84		11,821.91	28,305.35
Miscellaneous	1,516.90	1,967.00	734.25	771.28	4,048.03
Total	101,981.36	73,608.31	31,340.48	93,314.30	300,244.45
CLIFTON.					
Animals for breeding purposes		1,500.00			1,500.00
Barley		1,463.16			1,463.16
Bicycles		270.00			270.00
Bristles		500.00			500.00
Beef		120.15			120.15
Cattle				978.00	978.00
Coal		12,500.00			12,500.00
Clothing		143.00			143.00
Drugs				149.50	149.50
Emigrants' effects			500.00		500.00
Furs	213.00		135.00	127.50	475.50
Fish	256.25				256.25
Grease		423.36			423.36
Hides and skins	725.79	813.26	585.43	333.75	2,458.23
Horses for racing, United States products	770.00			22,310.00	23,080.00
Horses for duties	780.00	225.00	119.00	125.00	1,249.00
Hats (samples), United States products		385.00			385.00
Looms		900.00			900.00
Ladles		156.00			156.00
Machinery, second-hand			1,200.00		1,200.00
Meal, linseed				214.00	214.00
Miscellaneous	925.00				925.00
Nursery stock		4,687.52		883.33	5,570.85
Pulp (moist ground spruce)	1,096.75	533.75	1,560.00	1,320.00	9,510.50
Returned United States products	2,672.11		399.89	4,000.00	7,071.00
Seeds, clover, United States products			1,934.45		1,934.45
Scrap, German silver		574.18	413.85	781.25	1,769.28
Theatrical goods		3,200.00			3,200.00
Tobacco				235.00	235.00
Tallow			133.88	80.27	214.15
Wood, for pulp	400.00		816.50		1,216.50
Wool				360.80	360.80
Woolen goods		214.00	271.00		485.00
Canadian post-office stamps				150.00	150.00
Other articles		720.00	421.75	275.00	1,416.45
Total	7,838.90	29,328.38	8,490.45	32,323.40	77,991.13
COLLINGWOOD.					
Apples		567.10			567.10
Barley		1,450.00			1,450.00
Cattle			12,850.80	20,477.21	33,388.01
Emigrants' effects	2,260.00	1,661.00	200.00	910.00	5,031.00
Fertilizer	830.94	934.07	893.34	1,026.10	3,684.45
Fish:					
Fresh	40,621.90	17,200.60	1,311.50	35,227.42	94,361.42
Salt		205.00			205.00
Logs	441,211.80			95,160.00	536,371.80
Lumber	35,277.81	31,826.28	664.90	34,260.31	102,029.30
Returned United States products	50.00			122.74	172.74
Sheep and lambs	6,425.80	5,959.25			12,385.05
Shingles	2,017.38	1,518.75	208.25	443.05	4,188.43

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
COLLINGWOOD—continued.					
Wool.....	\$1,995.49			\$7,606.47	\$9,601.96
Miscellaneous.....				3,048.60	3,048.60
Total.....	530,691.12	\$82,472.05	\$16,129.79	198,681.90	827,974.86
DESERONTO.					
Lumber.....	77,262.97	24,159.70	494.49	107,808.53	219,755.69
Heading.....				413.10	413.10
Lath.....	1,995.91	1,534.10		6,912.52	10,442.53
Ship knees.....			300.00		300.00
Shingles.....	12,426.38	12,686.22	709.28	24,468.34	50,290.20
Ties.....	2,424.80	1,574.75		8,371.40	12,270.95
Pickets.....	107.85			76.75	184.60
Posts.....	3,636.00	1,396.00		2,550.50	7,584.50
Pulp, wood.....	1,040.00				1,040.00
Sawdust.....	33.25	7.00		7.00	47.25
Match blocks.....	5.00				5.00
Charcoal.....	5,451.05	3,909.75	3,208.15	3,685.65	16,254.60
Tar.....	388.10		261.85		649.95
Sheep.....	373.50				373.50
Horses.....	4,000.00				4,000.00
Household effects.....	1,415.00		659.00		2,074.00
Telegraph poles.....		152.50		422.10	574.60
Brick.....		18.00		64.00	82.00
Apples.....		19.00			19.00
Portland cement.....				20.00	20.00
Total.....	110,559.81	55,459.02	5,632.45	154,699.89	326,381.17
FORT ERIE.					
Apples.....		115.20	116.25		231.45
Ashes, wood.....	2,000.00				2,000.00
Barley.....			504.62		504.62
Beans.....		492.40		321.60	814.00
Berries.....				105.00	105.00
Bicycles.....			200.00		200.00
Car truck and couplers, etc.....	250.00				250.00
Cattle.....			7,614.85	15,591.00	23,205.85
Eggs.....		4.50			4.50
Fish, fresh.....		883.32	100.18	447.00	1,430.50
Grass seed.....	2,115.00	3,424.77	4,845.67	702.56	10,588.00
Hides.....	370.30	216.00	1,688.08	387.75	2,662.13
Horses.....	1,345.00	967.50	2,045.00	8,843.02	13,200.52
Lumber.....	553.04		220.00	3,453.00	4,226.04
Personal effects.....	7,202.75	4,358.00	1,950.00	6,995.00	20,505.75
Poultry, dressed.....		460.31			460.31
Live.....			658.77		658.77
Returned American goods.....	7,470.00	6,348.00	2,746.25	5,784.97	22,349.22
Sacks.....		8.64			8.64
Sheep and lambs.....	772.75	1,680.50	48.00		2,501.25
Stave bolts.....	1,005.00	315.00			1,320.00
Tobacco, leaf.....				1,050.00	1,050.00
Sundries.....	106.00				106.00
Timber.....		2,017.15	286.31	3,177.00	5,480.46
Vines.....			181.96		181.96
Wood.....	1,313.00	398.75		180.00	1,891.75
Wool.....				5,390.72	5,390.72
Total.....	24,502.84	21,636.04	22,705.94	52,428.62	121,273.44
GUELPH.					
Animals for breeding.....	1,463.00	4,616.00	1,685.00	680.00	8,444.00
Apples.....		318.00	435.00		753.00
Bones.....	504.00	192.00	282.00	288.00	1,266.00
Bran.....			1,843.00	368.00	1,711.00
Cattle, feeders.....			560.00		560.00
Emigrants' effects.....	3,679.25	1,845.00	2,982.00	5,651.00	14,157.25
Flax.....	4,697.26		3,936.79		8,634.05
Flax straw.....	189.52			12,338.65	12,528.17
Glue stock.....	214.00		404.50		618.50
Hides.....		2,013.62	650.00	3,982.25	6,645.87
Horses.....		225.00	100.00	350.00	675.00
Leather.....			1,576.00		1,576.00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
GUELPH—continued.					
Lumber				\$254. 57	\$254. 57
Miscellaneous		\$854. 50			854. 50
Moccasins	\$581. 30				581. 30
Paper stock		493. 00		593. 00	1,086. 00
Piano and stool			\$215. 00		215. 00
Returned American goods	205. 95				205. 95
Sheep and lambs	1,062. 75	28,594. 72	2,054. 00		\$1,711. 47
Soap grease			130. 00	780. 40	910. 40
Tea				145. 00	145. 00
Wool	6,906. 00		1,902. 00	3,008. 00	11,816. 00
Total	19,502. 03	39,152. 84	18,256. 29	28,438. 87	105,349. 03
HAMILTON.					
Aniline dye	2,238. 54	460. 25	3,770. 70	1,431. 40	7,900. 89
Animals for breeding purposes		275. 00			275. 00
Apples	403. 76	2,979. 76	1,979. 92	840. 00	6,203. 44
Bones	525. 50	517. 00	847. 04	1,380. 00	3,269. 54
Broom corn			1,079. 69		1,079. 69
Cattle			462. 00	1,053. 00	1,515. 00
Coal tar	425. 75	283. 00	433. 50	155. 50	1,297. 75
Coffee				3,707. 14	3,707. 14
Cotton waste	487. 32				487. 32
Cow tails		762. 00			762. 00
Currants				460. 87	460. 87
Drugs			3,462. 16		3,462. 16
Fertilizers		956. 59	352. 92	897. 22	2,206. 73
Gaslight liquor	506. 00	895. 63		513. 35	1,914. 98
Gooseberries				200. 10	200. 10
Hides and skins	18,319. 94	28,601. 66	30,876. 85	24,401. 57	102,200. 02
Horses ¹	18,445. 00		200. 00	2,901. 00	16,546. 00
Household goods	16,273. 50	13,550. 00	4,396. 75		34,219. 75
Lemons			437. 00		437. 00
Lumber	1,595. 61	4,591. 45	13,450. 83	28,075. 06	47,712. 95
Potatoes			1,450. 40		1,450. 40
Rags		786. 00	648. 22	2,809. 70	4,243. 92
Returned United States products	8,265. 80	9,867. 73	6,401. 11	2,324. 88	26,859. 52
Rubber scrap	1,453. 85	249. 24			1,703. 09
Sausage casings			171. 60		171. 60
Seeds	1,496. 13	525. 00	358. 42		2,379. 55
Sheep and lambs	225. 00	35. 00			260. 00
Shingles	3,006. 57	485. 57	3,008. 70	2,196. 78	8,697. 62
Tea	11,989. 67	8,320. 81	875. 00	118,173. 19	139,358. 67
Tobacco	342. 48		663. 00		1,005. 48
Turnips		124. 10			124. 10
Whisky			520. 00	204. 40	724. 40
Wool	21,687. 00	89,054. 91	127,180. 70	157,286. 17	395,208. 78
Miscellaneous	368. 90	291. 00	650. 00	1,141. 00	2,460. 90
Total	103,056. 32	163,620. 00	203,676. 51	350,172. 33	820,525. 16
KINGSTON.					
Cattle			1,256. 00	1,867. 00	3,123. 00
Emigrants' effects	5,962. 00	3,202. 00	2,089. 00	710. 00	11,963. 00
Furs, raw	408. 00	1,949. 35	6,876. 27	15,107. 50	24,341. 12
Fish, fresh	5,324. 87	4,635. 36		1,049. 18	11,009. 51
Hides	2,125. 00	10,887. 00	7,902. 70	9,649. 80	30,564. 00
Lumber	18,771. 08	12,816. 03	1,234. 00	34,260. 67	67,081. 48
Miscellaneous	7,714. 11	16,016. 77	5,106. 44	4,902. 48	33,739. 80
Pulp, wood		750. 00		9,300. 00	10,050. 00
Tea				3,751. 53	3,751. 53
Wool		4,884. 40		13,010. 52	17,894. 92
Total	40,305. 16	55,140. 91	24,464. 41	93,607. 93	213,518. 41
LINDRAY.					
Barley		22,607. 00	29,908. 75	8,116. 30	60,632. 05
Cattle			2,544. 00	17,546. 00	20,090. 00

¹ Of this amount of horses exported to the United States, \$3,901 represent the products of the United States, and \$11,170 the products of Canada exported under bond to be returned to Canada within six months, under section 374, customs tariff act of 1894.

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
LINDSAY—continued.					
Emigrants' effects.....	\$3, 675. 00	\$540. 00	\$2, 053. 00	\$890. 00	\$7, 158. 00
Lambs	1, 065. 00	2, 083. 40	.....	.....	3, 148. 40
Laths and shingles.....	11, 561. 73	8, 919. 24	3, 313. 79	12, 253. 42	36, 048. 18
Lumber	34, 654. 57	24, 901. 90	10, 726. 32	8, 097. 43	78, 380. 22
Pease .....	.....	956. 50	3, 587. 06	6, 278. 84	10, 822. 34
Poles .....	.....	.....	362. 30	.....	362. 30
Wool .....	.....	.....	.....	8, 275. 00	8, 275. 00
Miscellaneous	1, 079. 56	626. 00	.....	1, 771. 30	3, 479. 86
Total	52, 035. 86	60, 637. 04	52, 495. 16	63, 228. 29	228, 396. 29
LONDON.					
Breeding animals.....	1, 871. 00	1, 438. 00	1, 679. 00	580. 00	5, 568. 00
Cattle .....	.....	2, 504. 00	1, 864. 00	3, 450. 00	7, 818. 00
Flax .....	.....	4, 963. 82	11, 543. 30	27, 722. 12	44, 229. 24
Horses	1, 437. 00	7, 612. 50	6, 851. 50	5, 944. 00	21, 845. 00
Hides	12, 868. 81	37, 325. 76	44, 436. 01	38, 019. 00	132, 649. 58
Lumber	2, 621. 43	694. 46	3, 169. 57	4, 019. 58	10, 504. 02
Staves	1, 187. 75	1, 386. 00	2, 707. 50	3, 758. 50	9, 039. 75
Sheep and lambs	2, 429. 50	14, 902. 10	1, 001. 50	.....	18, 333. 10
Tobacco	173. 70	2, 241. 52	64, 066. 44	7, 407. 72	74, 489. 38
Tea .....	.....	2, 809. 23	.....	16, 700. 51	10, 509. 74
Wool	3, 833. 68	13, 781. 54	.....	19, 259. 73	36, 874. 95
Miscellaneous	13, 828. 18	26, 270. 55	19, 384. 60	5, 374. 51	64, 857. 84
Total	40, 251. 05	115, 929. 48	157, 302. 42	132, 596. 56	446, 079. 51
NAPANEE.					
Barley .....	.....	3, 000. 00	.....	.....	3, 000. 00
Bones .....	.....	.....	.....	284. 00	284. 00
Cattle .....	.....	.....	2, 569. 00	.....	2, 569. 00
Emigrants' effects.....	991. 00	1, 501. 00	1, 825. 00	685. 00	5, 002. 00
Hub blocks .....	.....	980. 00	1, 233. 00	.....	2, 213. 00
Hides and skins	582. 00	325. 00	405. 00	1, 358. 00	2, 670. 00
Lambs	3, 550. 00	4, 380. 00	.....	.....	7, 930. 00
Lumber .....	.....	.....	.....	128. 70	128. 70
Miscellaneous .....	.....	.....	280. 00	.....	280. 00
Total	5, 123. 00	10, 186. 00	6, 312. 00	2, 435. 70	24, 056. 70
NORTH BAY.					
Household goods	330. 00	.....	54. 00	100. 00	484. 00
Iron pyrites	67. 50	.....	.....	.....	67. 50
Laths .....	.....	266. 60	306. 00	26. 25	598. 85
Lumber	3, 522. 03	8, 042. 82	11, 160. 05	16, 154. 05	38, 878. 95
Manufactured goods	6. 00	.....	.....	.....	6. 00
Nickel matte	145, 691. 50	101, 043. 60	133, 284. 80	148, 079. 13	528, 099. 03
Shingles	515. 10	471. 60	3, 195. 99	3, 504. 32	7, 687. 01
Total	150, 132. 13	109, 824. 62	148, 090. 84	167, 863. 75	575, 921. 34
ORILLIA.					
Bones .....	.....	.....	.....	105. 00	105. 00
Cattle .....	.....	.....	538. 60	9, 221. 00	9, 759. 60
Cord wood .....	.....	.....	.....	1, 273. 05	1, 273. 05
Effects	1, 325. 25	936. 70	86. 00	2, 962. 00	5, 309. 95
Furs .....	.....	1, 863. 85	1, 412. 34	.....	3, 276. 19
Gasoline engine .....	.....	200. 00	.....	.....	200. 00
Hides	1, 667. 74	5, 412. 96	6, 097. 65	2, 237. 94	15, 416. 29
Horses	120. 00	.....	125. 00	.....	245. 00
Laths .....	.....	.....	.....	603. 37	603. 37
Lumber	13, 133. 76	18, 367. 05	33, 125. 58	303, 012. 62	367, 639. 21
Pease .....	.....	750. 91	596. 81	.....	1, 347. 72
Postage stamps .....	.....	200. 00	.....	.....	200. 00
Shingles	9, 958. 85	12, 752. 97	15, 431. 92	35, 544. 85	73, 683. 59
Telegraph poles .....	.....	.....	103. 40	120. 76	224. 16
Wool	1, 432. 32	.....	.....	4, 361. 85	5, 794. 17
Total	27, 632. 92	40, 524. 44	57, 317. 30	359, 442. 63	484, 917. 29

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
OSHAWA.					
Animals for breeding purposes.	\$3,315.00	\$290.00		\$5,370.00	\$8,975.00
Apples		1,674.30	\$2,893.00		4,567.30
Barley		28,305.52	8,855.85	13,059.46	50,220.83
Cattle			1,025.00	13,498.00	14,523.00
Emigrants' effects	2,180.00	1,065.00	775.00	900.00	4,920.00
Horses			867.50		867.50
Lumber and shingles.	5,550.92	2,423.25	758.25	13,174.75	21,907.17
Miscellaneous	181.20	165.00	638.14	527.28	1,511.62
Pease.	3,511.45	8,681.42	7,032.46	13,240.43	32,415.76
Wool			1,303.56	5,000.00	6,303.56
Sheep and lambs		1,943.75			1,943.75
Total	14,738.57	44,498.24	24,148.76	64,769.92	148,155.49
OTTAWA.					
Apatite	320.00				320.00
Asbestos				210.00	210.00
Bark			520.00		520.00
Binding case tins and plates				252.00	252.00
Bicycles				289.00	289.00
Bones				701.89	701.89
Cattle				10,597.00	10,597.00
Cloth				271.22	271.22
Cord wood	14.75				14.75
Curtain sticks	3,704.92			10,466.28	14,171.20
Emigrants' effects	7,266.50	5,664.00	5,210.50	1,805.00	19,946.00
Feldspar			530.00		530.00
Fertilizer, tankage.		241.54	431.00	632.38	1,304.92
Furs, raw	758.00				758.00
Graphite		855.63			855.63
Hay	730.00	375.64	492.00		1,597.64
Hides and skins	11,812.25	28,288.85	38,812.27	20,402.00	98,821.37
Lambs	408.34	59,706.02			60,114.36
Lath	27,415.38	22,283.65	7,369.99	24,361.24	81,430.26
Logs			220.00		220.00
Lumber	514,979.02	505,229.43	467,151.05	1,334,069.79	2,821,429.29
Lumber in bond for export.	57,126.34	65,604.87		105,105.68	227,836.89
Machinery	300.00				300.00
Match blocks.	731.25	900.00	966.60	27,880.83	30,478.68
Metal files	578.00	246.00	578.00		1,402.00
Meteorites				200.00	200.00
Mica	10,135.66	7,232.42	9,398.81	28,908.79	55,675.68
Oats		25.00			25.00
Onions			422.50		422.50
Ore, galena.				1,800.00	1,800.00
Ore, iron		1,911.36			1,911.36
Old rubber shoes				725.40	725.40
Pickets.	964.74		6,894.39	3,823.13	11,682.26
Platinum, scrap				190.61	190.61
Poles.			146.50	522.02	668.52
Posts.		30.00		717.63	747.63
Plumbago	367.34	515.17			882.51
Products of United States re-					
turned	220.12	2,181.90	637.50		3,039.52
Pulp, sulphite	8,039.53	3,763.12	7,150.65	12,690.92	31,644.22
Pulp, wood				228.00	228.00
Railroad ties	888.20	636.00		4,738.80	6,263.00
Seeds of forest trees		212.00			212.00
Shingles	5,957.48	15,178.25	5,724.01	14,641.81	41,501.55
Stamps, jubilee postage				334.25	334.25
Tallow				646.10	646.10
Tea		5,950.58	3,759.50	19,369.56	29,079.64
Timber.	5,245.82	154.32		220.20	5,620.34
Wood pulp	297.00				297.00
Wool.	3,579.00	6,497.26	1,018.60	14,174.34	25,269.20
Wool waste				170.88	170.88
Horses		450.00	2,080.00	3,940.00	6,470.00
All other goods.			406.40		406.40
Total	661,345.64	734,133.01	559,920.27	1,645,090.75	3,600,489.67
OWEN SOUND.					
Apples	60.00	431.25			491.25
Apples, chopped		390.00			390.00
Bicycle rims	140.00				140.00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
OWEN SOUND—continued.					
Barley			\$8,346.81		\$8,346.81
Bones	\$95.00	\$84.00		\$186.00	365.00
Books				10.28	10.28
Cattle			4,002.00	23,346.50	27,348.50
Chair stock	1,655.62	119.60	207.00		1,981.82
Hides		5,900.00	6,700.00	7,950.00	20,550.00
Household goods	1,810.00	910.00	225.75	401.00	3,346.75
Horses	90.00	50.00	1,550.00	60.00	1,750.00
Fresh fish	342.10			437.17	779.27
Lumber	1,821.39	4,630.90	2,043.95	1,177.64	9,663.88
Lambs	13,605.95	15,573.10			29,179.05
Poultry			275.48		275.48
Staves	525.00	901.00	800.00		2,226.00
Ship timber	280.00				280.00
Sheep skins		1,275.00			1,275.00
Skewers		300.28	1,633.91	750.22	2,744.41
Wool	2,405.97	2,189.61		24,575.00	29,170.58
Total	22,831.03	32,814.74	25,774.90	58,893.81	140,314.48
PALMERSTON AND AGENCIES.					
American goods returned				150.00	150.00
Animals for breeding purposes	600.00	1,027.00	70.00		1,697.00
Apples		3,908.85			3,908.85
Calves	243.00	98.00	50.00	2,144.75	2,535.75
Cattle			66,401.75	48,466.00	114,867.75
Dies	147.00				147.00
Ducks		99.00			99.00
Emigrants' effects	2,626.50	4,689.95	2,706.50	3,382.00	13,404.95
Fish	22,694.08	10,720.00	16,160.00	22,000.00	71,574.08
Flax	1,575.00	5,854.00	12,407.06	40,538.10	60,374.16
Geese		1,127.00			1,127.00
Hay		213.50			213.50
Hides	2,403.92	3,753.04	3,203.47	1,107.89	10,468.32
Horses	845.00	4,542.00	1,987.50	682.50	8,057.00
Lambs and sheep	75,771.10	145,898.30	1,637.35	94.00	223,400.75
Lumber	8,659.65	30,935.05	1,790.05	7,306.45	48,691.20
Paper stock		103.71			103.71
Shingles			192.00		192.00
Ties, cedar				1,736.40	1,736.40
Tow			388.00	162.00	550.00
Wall paper	130.08				130.08
Wool	12,214.51	19,780.04		20,329.53	52,324.08
Wood (cord, maple)	380.00				380.00
Total	128,289.84	232,749.44	106,993.68	148,099.62	616,132.58
LESS AGENCIES.					
Warton	35,890.25	47,147.00	21,861.00	42,265.00	147,163.25
Wingham	17,492.00	61,043.00	17,449.00	13,160.00	109,144.00
Net for Palmerston	74,907.59	124,559.44	67,683.68	92,674.62	359,825.33
PARRY SOUND.					
Ash lumber	220.00				220.00
Cattle for feeding purposes				1,566.00	1,566.00
Emigrants' effects				197.50	197.50
Hemlock bark	2,497.50				2,497.50
Lath, pine	1,358.00			1,237.62	2,595.62
Logs, rough white pine	24,500.00			68,600.00	93,100.00
Lumber—					
Rough white pine	100,841.92	5,605.60	286.00	187,738.77	294,472.29
Rough hemlock		1,517.04			1,517.04
Mica, rough	20.64		10.96		31.60
Shingles, pine	77.46	3,773.83	1,102.90	12,189.49	17,143.68
Staves and heads				109.00	109.00
Total	129,515.52	10,896.47	1,399.86	271,668.38	413,480.23
PICTON.					
Ashes, leached	1,050.00				1,050.00
American goods returned	51.15				51.15

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
PICTON—continued.					
Apples.....				\$224.00	\$224.00
Beans.....		\$5,083.54	\$864.25	1,912.06	7,859.85
Barley.....				2,541.00	2,541.00
Cattle.....				3,070.75	3,070.75
Emigrants' effects.....	\$1,675.00	563.00	535.00		2,663.00
Goats.....				5.00	5.00
Horses.....				415.00	415.00
Lumber.....				28.00	28.00
Machinery.....				110.00	110.00
Pease.....	53,423.82	63,995.46	18,007.83	35,018.83	170,445.94
Total.....	56,199.97	69,532.00	19,407.08	43,324.64	188,463.69
PORT ROWAN.					
Apples.....		1,426.95			1,426.95
Barley.....		459.76	449.88		909.64
Beans.....		493.13			493.13
Bolts, stave and heading.....	1,590.00	190.00		905.00	2,685.00
Bones.....	108.00				108.00
Cattle and calves.....			6,086.18	12,795.75	18,881.93
Dredge and mud scows.....		7,500.00			7,500.00
Emigrants' effects.....	2,015.00	1,855.00	630.50	1,103.10	5,603.60
Fish.....		3,260.79		206.87	3,467.66
Horses.....	110.00	100.00	205.00	1,181.00	1,596.00
Lumber.....	199.50	595.25	388.74	320.00	1,503.49
Pea hulls.....		195.00			195.00
Seeds, grass.....			400.14	1,332.52	1,732.66
Sheep and lambs.....	4,528.20	9,358.35	541.00		14,427.55
Wool.....	1,718.96	3,271.38		1,571.54	6,561.88
Woolen rags.....		524.00	349.92		873.92
Miscellaneous.....	27.50				27.50
Total.....	10,297.16	29,229.61	9,051.36	19,415.78	67,993.91
PORT SARNIA.					
Animals, breeding.....	170.00	3,979.00	964.00	2,697.00	7,810.00
Apples.....		1,793.10	744.25	44.25	2,581.60
Bones.....	144.00	132.00		132.00	408.00
Beef, dressed.....			828.15	184.59	1,012.74
Burners, lamp.....			128.76		128.76
Cattle.....			3,457.00	2,953.00	6,410.00
Carbide of calcium.....			80.00		80.00
Emigrants' effects.....	9,710.00	4,726.00	4,135.00	5,255.00	23,826.00
Eggs, sturgeon.....				402.00	402.00
Fish, fresh.....				3,334.69	3,334.69
Flax.....		2,187.00	2,480.00	1,896.00	6,563.00
Grain, wheat.....		700.00			700.00
Glass, window.....				303.58	303.58
Hides.....	6,605.18	15,715.44	34,932.88	13,881.06	71,134.56
Horses.....	16,783.00	250.00		29,615.00	46,648.00
Lumber.....	3,718.00	410.03	127.50	1,628.80	5,884.33
Logs.....				2,855.00	2,855.00
Paintings, oil.....				310.00	310.00
Piano.....		151.00			151.00
Returned United States products.....	532.00	250.00	2,400.00	1,626.97	4,808.97
Rope, strap.....	60.00				60.00
Sheep and lambs.....	1,260.00	10,343.85	1,151.40		12,755.25
Staves and bolts.....	3,496.21	2,288.78		6,919.56	12,704.55
Ties, railway.....	1,420.44				1,420.44
Whisky.....		280.20			280.20
Wood pulp.....	4,400.00			1,887.50	6,287.50
Wool.....				5,451.51	5,451.51
Total.....	48,198.83	43,196.40	51,428.94	81,267.51	224,183.68
PRESCOTT.					
Brick.....	150.00				150.00
Cattle.....			3,288.20		3,288.20
Fulminate, crude mercury.....		15,661.61		29,476.08	45,138.29
Fur, raw skins.....			194.40	132.00	326.40
Grain.....		7,015.75			7,015.75

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
PRESBOTT—continued.					
Hides and skins.....	\$1,302.00	\$395.00	\$768.20	\$5,351.22	\$7,816.42
Horses.....	4,568.00	1,290.00	3,400.50	3,119.50	12,378.00
Household goods.....	3,025.00	385.00	568.30		3,978.30
Lumber.....	150.10			237.86	387.46
Meat, dressed.....			435.18		435.18
Poultry, dressed.....		103.30			103.30
Sheep and lambs.....	451.85	8,920.98			4,372.33
Specimens.....				295.00	295.00
United States products re- turned.....	1,100.00	770.40	135.85	3,405.70	5,411.95
Whisky and bottles.....	462.00	300.00		1,143.00	1,905.00
Wool and wool skins.....			1,287.00	3,842.00	5,129.00
Total.....	11,208.45	29,872.04	10,072.63	47,002.46	98,155.58
ST. CATHARINES.					
Bicycle chains.....			1,087.62	1,118.90	2,156.52
Bricks.....				192.00	192.00
Copper wire.....	129.50				129.50
Canned fruit.....	430.85				430.85
Cattle.....			806.00		806.00
Calcium carbide.....				1,769.00	1,769.00
Dandy rolls.....			60.00		60.00
Gooseberry plant.....		1,440.00			1,440.00
Haircloth.....	4,098.08	10,346.11	14,928.67	4,971.60	34,344.46
Horses.....	240.00				240.00
Hides.....	566.61	158.16	4,973.04	590.86	6,288.67
Horsehair.....			135.00	209.00	344.00
Lambs.....	180.20	721.30			901.50
Nursery stock.....		2,252.14		1,229.10	3,481.24
Paper lining.....	937.50				937.50
Paper stock.....		338.84		353.11	691.95
Pulp wood.....	10,000.00	2,000.00			12,000.00
Rubber covered rolls.....		150.00			150.00
Rochester time recorder.....			100.00		100.00
Rudder.....				166.00	166.00
Scrap steel.....	170.00				170.00
Screen plates.....		275.00			275.00
Swinging rigs.....		280.00			280.00
Soap grease.....		209.85	581.50		741.35
Tobacco.....	1,342.50	1,063.18	538.45	222.87	3,167.00
Tallow.....		121.64			121.64
Tin plate.....	683.95				683.95
Wood pulp.....	1,941.93	1,950.22	2,206.45	988.08	7,086.68
Wool.....				2,721.05	2,721.05
Feed cutters.....				536.54	536.54
Total.....	20,720.62	21,306.44	25,376.73	15,068.11	82,471.90
SAULT STE. MARIE.					
Apples.....		100.50			100.50
Cedar posts.....	2,015.00				2,015.00
Emigrants' effects.....	759.00	1,300.00	1,258.00	471.25	3,786.25
Fish.....	22,683.20	9,452.94		12,539.47	44,675.61
Furs.....			150.00		150.00
Hides and skins.....		748.04	454.43		1,202.47
Horses.....	338.50	860.00	200.00	1,308.95	2,707.45
Iron castings.....		194.00			194.00
Lath and shingles.....	5,327.80	2,469.94		6,205.13	14,002.87
Logs and timber.....	574,597.87			712,224.44	1,286,822.31
Lumber.....	197,166.48	140,045.14	125.00	314,548.16	651,887.78
Pine pickets.....				5,631.62	5,631.62
Pulp, wood.....	34,881.99	38,584.18	10,060.57	778.62	84,314.36
Rock, broken trap.....	1,860.00	2,960.00			4,320.00
Tea.....		102.76			102.76
Ties, railway.....		1,830.00		17,616.80	19,446.80
Wood, pulp.....	48,965.00	1,500.00		128,899.75	179,364.75
United States products re- turned.....		8,761.10	3,944.00		12,705.10
Miscellaneous.....	28,246.27			755.40	29,001.67
Total.....	916,344.11	208,908.60	16,203.00	1,200,979.59	2,342,433.30

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
SOREL.					
Lumber	\$35,304.37	\$16,948.09		\$35,821.38	\$88,073.84
Emigrants' effects	285.00	2,300.00	\$420.00	1,156.00	4,161.00
Hay	90.00				90.00
Basket material			25.00	270.00	295.00
Breeding animals			595.00		595.00
Fish			295.82		295.82
Flour			44.45		44.45
Beans			12.00		12.00
Salt butter			321.35		321.35
Shingles			1.00		1.00
Grass			52.50		52.50
Maple sirup				30.00	30.00
Total.....	35,679.37	19,248.09	1,767.12	37,277.38	93,971.96
STRATFORD.					
Apples			666.00		666.00
Barley		3,702.00	5,809.82	746.62	10,258.44
Bones	160.00			195.00	355.00
Beans				408.45	408.45
Bran	197.25		665.50	1,455.75	2,318.50
Breeding animals		92.00			92.00
Coal tar	165.00	112.75			277.75
Cattle			7,992.76	2,448.00	10,440.76
Emigrants' effects	1,877.50	5,672.50	4,183.60	4,808.65	16,562.25
Flax and tow	6,939.19	17,546.76	40,340.69	94,810.53	159,637.22
Geese and ducks		678.20			678.20
Horses			100.00		100.00
Lumber	136.50				136.50
Miscellaneous	706.02	114.76	620.33		1,441.11
Oatmeal		480.00			480.00
Paper stock	266.00	261.23	670.50	221.50	1,421.23
Returned American goods	167.76		1,841.00	145.90	2,154.66
Sheep and lambs	5,860.20	47,563.35	2,047.00		55,470.55
Tobacco			443.00	109.90	552.90
Wool		1,548.38		3,298.00	4,846.38
Total.....	16,475.42	77,766.93	65,390.20	108,650.35	268,282.90
TORONTO.					
Animals for breeding purposes	475.00	7,165.00	100.00	3,085.00	10,825.00
Barley		92,515.01	77,783.91	19,296.00	189,594.92
Bone and fertilizer	7,477.54	6,675.25	7,970.38	8,422.22	30,545.39
Bullion	14,811.00	6,350.00	5,690.00	28,450.00	55,301.00
Cattle and calves	1,567.25	955.00	94,760.96	68,556.50	165,838.71
Emigrants' effects	50,871.55	37,536.85	20,744.80	40,825.06	149,978.26
Hides and skins	7,625.31	24,001.09	52,118.43	11,222.33	94,967.16
Horses	9,219.50	3,145.00	8,271.50	15,879.50	36,515.50
Lumber and shingles	8,620.37	19,087.70	7,440.58	41,919.84	77,068.49
Rags	1,977.43	3,537.48	9,395.21	9,302.06	24,302.16
Returned American products	15,665.15	7,012.00	39,570.46	7,427.18	69,705.69
Seeds	2,252.81	7,820.60	6,459.27	5,995.08	22,527.76
Sheep and lambs	4,966.55	7,593.50			12,560.05
Sundries	9,574.47	21,748.15	32,461.81	15,255.13	79,039.56
Tar and pitch	6,695.00	3,891.28	3,188.94	3,473.49	17,248.71
Tea	4,610.49	7,301.87	5,010.85	37,665.61	54,588.82
Tobacco	15,503.40	7,926.28	11,159.66	139.00	34,738.34
Whisky	2,055.35	11,070.83	7,309.07	10,687.43	31,182.68
Wool	63,476.23	66,572.63	131,922.42	131,217.95	393,189.23
Total.....	227,509.40	341,906.40	521,418.25	458,908.38	1,549,742.43
TRENTON.					
Apples		1,534.35	902.00		2,436.35
Apples, dried		1,100.00			1,100.00
Barley				2,311.00	2,311.00
Bell (returned)		120.00			120.00
Bolts	28.00	520.00		1,071.00	1,619.00
Curtain sticks and edgings	390.26	2,952.48		327.11	3,669.85
Emigrants' effects	810.00	1,470.00	585.00	825.00	3,690.00
Fish and fish waste	871.50	115.00	200.00		1,186.50
Hides and calfskins	2,850.00	6,621.00	7,394.00	20,170.75	36,937.75
Horses		75.00		500.00	575.00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
TRENTON—continued.					
Lambs	\$1,964.00				\$1,964.00
Lath	2,190.25	\$349.29	\$13.50	\$1,949.17	4,502.21
Lumber	61,234.29	35,753.52	1,560.12	34,319.28	132,867.21
Ore, lead		250.00			250.00
Poles	299.00	75.00			374.00
Posts	765.96	304.00		1,077.28	2,147.24
Pulp and spruce wood	440.00			2,117.50	2,557.50
Shingles	160.00	94.00	5.00	29.40	288.40
Spar				5.00	5.00
Wool	2,800.00		220.00	5,400.00	8,420.00
Total	74,803.25	51,235.64	10,879.62	120,102.49	257,021.91
WALLACEBURG.					
Cattle, sheep, and lambs	533.50	2,378.25		512.50	3,424.25
Clover seed and hay	2,151.57	1,196.04			3,347.61
Emigrants' effects	1,566.75	2,960.00	500.00		5,026.75
Flax, unhackled				5,233.00	5,233.00
Horses	1,737.50				1,737.50
Logs	7,807.00	902.50		14,715.00	23,424.50
Lumber and ship timber	152.50	320.96			473.46
Shooks, staves, bolts, and headings	43,201.59	29,149.96	7,895.97	28,359.60	108,107.12
United States goods returned	489.00	1,053.24	1,053.24	75.00	2,670.48
Wood, cord	1,565.00	2,198.75		3,031.50	6,795.25
Total	59,204.41	40,159.70	8,949.21	51,926.60	160,239.92
WAUBAUSHENE.					
Edgings, pine	255.05	1,459.00			1,714.05
Household goods	205.00	35.00			240.00
Lumber:					
Ash		289.38			289.38
Oak		229.91			229.91
Pine	94,123.57	154,643.89	29,923.73		278,691.19
Lumber and laths	21,297.93	7,256.24			28,554.17
Shingles:					
Cedar		378.38	375.00		753.38
Pine	1,682.56	3,572.52	1,205.76		6,460.84
Staves, elm	1,945.12	1,693.37	105.00		3,743.49
Pease			308.49		308.49
United States goods returned		117.00			117.00
Total	119,509.23	169,674.69	31,917.98		321,101.90
WINDSOR.					
Ale and stout		370.00			370.00
Animals for breeding purposes	3,835.00	300.00	1,000.00		5,135.00
Apples, green		681.35			681.35
Beans	11,038.78	25,571.88	12,832.01	289.50	49,733.17
Beef, dressed				214.00	214.00
Bolts, basswood	1,175.00	150.00			1,325.00
Bicycles for exhibition purposes					
Cattle			610.00		610.00
Coal tar, color			2,613.00	610.00	3,223.00
Dogs	180.00	1,170.00		1,761.00	3,111.00
Dyes, chemical	721.93		4,340.80		5,062.73
Eggs		66.75			66.75
Emigrants' effects	3,990.00	2,171.65	3,060.00	84.00	9,305.65
Fish, fresh		2,407.00			2,407.00
Gas, natural	6,555.00	11,185.00	20,740.00	39,480.00	77,960.00
Hay				231.00	231.00
Hides and skins	1,144.00		3,113.00	891.23	5,148.23
Horses	22,323.50	3,205.00		4,010.00	29,538.50
Horses for exhibition purposes				11,110.00	11,110.00
Ice			840.00		840.00
Lambs and sheep	2,315.00	695.75			3,010.75
Logs	23,000.00	5,406.00	1,830.00	59,768.00	90,004.00
Lumber	3,879.98	14,904.64	2,906.80		21,691.42
Meat, dressed			2,199.60		2,199.60
Nutmegs	538.39				538.39

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

ONTARIO—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
WINDSOR—continued.					
Ore, mineral.....		\$535. 00			\$535. 00
Opals, rough.....		490. 00	\$490. 00		980. 00
Phos.....	\$2, 510. 00				2, 510. 00
Polcs and posts.....		3, 287. 00		\$14, 452. 15	17, 739. 15
Potash, crude.....		598. 06			598. 06
Poultry, live.....		395. 95			395. 95
Rags.....	70. 00	275. 00		2, 185. 50	2, 510. 50
Returned American products..	3, 070. 00	2, 401. 90	947. 16	8, 180. 00	14, 999. 06
Seeds, clover.....		869. 58			869. 58
Staves.....	35, 478. 49	33, 954. 40	23, 632. 35	50, 381. 12	143, 446. 36
Tes.....				1, 810. 48	1, 810. 48
Ties, railroad.....	3, 309. 50			6, 937. 35	10, 246. 85
Timber.....			561. 00	23, 637. 22	24, 198. 22
Tobacco.....	14, 980. 80	3, 639. 90	17, 023. 26		35, 623. 76
Whisky.....	41, 544. 39	66, 899. 47	111, 637. 10	65, 480. 15	285, 531. 11
Wines and liquors.....				416. 50	416. 50
Wool.....	1, 614. 20			1, 296. 48	2, 910. 68
All other articles.....	398. 11		892. 00	251. 40	1, 541. 51
Total.....	183, 591. 87	181, 101. 28	211, 269. 08	293, 457. 06	869, 419. 29
RECAPITULATION.					
Amherstburg.....	31, 740. 65	8, 481. 14	27, 546. 91	35, 293. 22	103, 461. 92
Barrie.....	7, 522. 50	7, 986. 43	4, 764. 25	22, 613. 08	42, 896. 86
Belleville.....	13, 342. 04	24, 275. 41	10, 871. 40	22, 968. 04	71, 456. 89
Brockville.....	33, 723. 27	70, 837. 63	72, 537. 85	100, 460. 57	277, 559. 32
Chatham.....	101, 981. 36	73, 608. 31	31, 340. 48	93, 314. 30	300, 244. 45
Clifton.....	7, 838. 90	29, 328. 38	8, 490. 45	32, 323. 40	77, 981. 13
Collingwood.....	530, 691. 12	82, 472. 05	16, 129. 79	198, 681. 90	827, 974. 86
Deeronto.....	110, 589. 81	55, 459. 02	5, 632. 45	154, 699. 89	326, 381. 17
Fort Erie.....	24, 502. 84	21, 636. 04	22, 705. 94	52, 428. 62	121, 273. 44
Guelph.....	19, 502. 03	89, 152. 84	18, 255. 29	28, 438. 87	105, 349. 03
Hamilton.....	103, 056. 32	163, 620. 00	203, 676. 51	350, 172. 33	820, 525. 16
Kingston.....	40, 305. 16	55, 140. 91	24, 464. 41	93, 607. 93	213, 518. 41
Lindsay.....	52, 035. 80	60, 637. 04	52, 496. 16	63, 228. 29	228, 396. 29
London.....	80, 502. 10	231, 858. 96	314, 604. 84	264, 832. 21	891, 798. 11
Napanee.....	5, 123. 00	10, 186. 00	6, 312. 00	2, 435. 70	24, 056. 70
North Bay.....	150, 132. 13	109, 824. 62	148, 000. 84	167, 863. 75	575, 821. 34
Orillia.....	27, 632. 92	40, 524. 44	57, 317. 30	359, 442. 63	484, 917. 29
Oshawa.....	14, 738. 57	44, 498. 24	24, 148. 24	64, 709. 92	148, 154. 97
Ottawa.....	661, 345. 64	734, 133. 01	559, 920. 27	1, 645, 090. 75	3, 600, 489. 67
Owen Sound.....	22, 831. 03	32, 814. 74	25, 774. 90	58, 893. 81	140, 814. 48
Palmerston.....	74, 907. 59	124, 559. 44	67, 683. 68	92, 074. 62	359, 625. 33
Parry Sound.....	129, 515. 52	10, 896. 47	1, 899. 86	271, 668. 38	413, 480. 23
Pictou.....	56, 199. 97	69, 532. 00	19, 407. 08	43, 324. 64	188, 463. 69
Port Rowan.....	10, 297. 16	29, 220. 61	9, 051. 36	19, 415. 78	67, 993. 91
Port Sarnia.....	48, 298. 83	43, 196. 40	51, 428. 94	81, 267. 51	224, 181. 68
Prescott.....	11, 208. 45	29, 872. 04	10, 072. 63	47, 002. 46	98, 155. 58
St. Catharines.....	20, 720. 62	21, 306. 44	25, 876. 73	15, 068. 11	82, 471. 90
Sault Ste. Marie.....	916, 344. 11	208, 908. 60	16, 203. 00	1, 200, 976. 59	2, 342, 434. 39
Sorel.....	35, 670. 37	19, 248. 09	1, 787. 12	37, 277. 38	93, 971. 96
Stratford.....	16, 475. 42	77, 766. 93	65, 390. 20	108, 650. 35	268, 282. 90
Toronto.....	227, 509. 40	341, 906. 40	521, 418. 25	458, 908. 38	1, 549, 742. 43
Trenton.....	74, 803. 26	51, 235. 64	10, 879. 62	120, 102. 49	257, 021. 01
Wallaceburg.....	59, 204. 41	40, 159. 70	8, 949. 21	51, 926. 60	160, 239. 92
Wanbaushene.....	119, 509. 23	169, 674. 09	31, 817. 98		321, 101. 90
Warton.....	35, 890. 25	47, 147. 00	21, 861. 00	42, 265. 00	147, 163. 25
Windsor.....	183, 591. 87	181, 101. 28	211, 269. 08	293, 457. 06	869, 419. 29
Wingham.....	17, 492. 00	61, 043. 00	17, 449. 00	13, 160. 00	109, 144. 00
Total for Ontario.....	4, 076, 784. 65	3, 423, 258. 94	2, 726, 514. 02	6, 708, 707. 16	16, 935, 264. 77

PRINCE EDWARD ISLAND.

Agricultural products:					
Hay, pressed.....				\$1, 016. 35	\$1, 016. 35
Potatoes.....		\$9, 894. 95		1, 530. 40	11, 415. 35
Turnips.....		56. 25			56. 25
Animals:					
Horses.....	\$699. 50	1, 258. 00		495. 00	2, 452. 50
Sheep.....		12, 858. 10			12, 858. 10

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

PRINCE EDWARD ISLAND—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Eggs		\$946. 10			\$946. 10
Emigrants' effects	\$4, 128. 85	2, 909. 24	\$40. 00	\$2, 101. 00	9, 179. 09
Fish:					
Canned lobsters	55, 519. 45	23, 906. 00		50, 345. 61	129, 771. 06
Do	5, 028. 00				5, 028. 00
Do	24, 447. 55			23, 222. 50	47, 670. 05
Canned mackerel	247. 50	165. 00		422. 50	835. 00
Codfish		9. 00			9. 00
Fresh smelts		700. 09	1, 018. 25		1, 718. 25
Hake sounds	138. 10	2, 603. 20			2, 741. 30
Salt mackerel	21, 191. 00	31, 204. 00			52, 395. 00
Fruit: Canned blueberries	2, 202. 50	4, 852. 30		1, 625. 00	8, 679. 80
Fur, hides, and skins:					
Calfskins, dry salted	1, 238. 05	131. 20	17. 26	1, 722. 50	3, 109. 31
Hides, dry salted	1, 052. 80	2, 835. 71	128. 97	5, 178. 24	8, 244. 92
Sheepskins, dry salted		4, 006. 74		1, 963. 92	5, 970. 65
Horsehair	232. 87	227. 55			460. 42
Geese, live	1, 052. 80	2, 122. 50			3, 175. 30
Molasses			352. 50		352. 50
Wool, washed combings		29, 237. 99	1, 826. 63	9, 165. 40	40, 230. 02
Total	116, 231. 17	129, 913. 82	3, 383. 61	98, 788. 72	348, 317. 32

QUEBEC.

ANTHABASCO.					
Asbestos	\$16, 507. 48	\$6, 424. 48	\$9, 136. 93	\$10, 885. 00	\$42, 953. 89
Clapboards		570. 00		468. 00	1, 038. 00
Glue stock	138. 10				138. 10
Ground oxide of iron	301. 50				301. 50
Household goods	2, 637. 00	2, 122. 50	1, 917. 70	300. 00	6, 977. 20
Hair	129. 80				129. 80
Lumber	56, 116. 73	52, 537. 16	11, 203. 33	49, 317. 15	169, 174. 37
Laths				248. 87	248. 87
Lambs	22, 912. 05	2, 633. 00		1, 228. 50	26, 773. 55
Leather shoulders	1, 020. 00				1, 020. 00
Pulp wood	8, 690. 50	4, 634. 88	1, 562. 00	8, 853. 63	18, 751. 01
Shingles	3, 712. 83	3, 002. 23	503. 90	11, 521. 59	18, 749. 55
Scrap leather		534. 82		198. 59	728. 11
Staves	290. 85	400. 81	365. 40	178. 67	1, 235. 73
Sugar				110. 50	110. 50
Sheep	8. 50				8. 50
Spruce pickets				223. 30	223. 30
Ties	1, 458. 00	2, 969. 79	2, 212. 00	8, 116. 00	14, 753. 79
Telegraph poles	116. 80				116. 80
Total	109, 031. 14	75, 829. 37	26, 931. 26	91, 619. 80	303, 411. 57
COATICOOK.					
Animals:					
Breeding	70. 00	8, 000. 00		8, 700. 00	16, 770. 00
Calves				722. 00	722. 00
Cattle				498. 00	498. 00
Horses	3, 587. 00	2, 127. 00	1, 270. 00	10, 483. 00	17, 467. 00
Lambs	12, 854. 00	1, 485. 00			14, 339. 00
Sheep	2, 531. 00	342. 00			2, 873. 00
Bark, hemlock	320. 00				320. 00
Berries, raspberries	726. 00				726. 00
Empty oil barrels returned	272. 00	1, 016. 00	382. 00	211. 00	1, 881. 00
Harness	28. 00	35. 00			63. 00
Hay	1, 208. 00	357. 00	220. 00	133. 00	1, 918. 00
Hides and skins:					
Hides	7, 765. 00	8, 558. 00	11, 462. 00	36, 461. 00	64, 246. 00
Fur skins			476. 00		476. 00
Household and personal effects	3, 031. 00	5, 168. 00	3, 590. 00	4, 465. 00	16, 254. 00
Iron and steel: hardware		174. 00			174. 00
Milk		340. 00			340. 00
Nursery stock: fruit trees		120. 00			120. 00
Oils: cedar oil		125. 00			125. 00
Ores: copper matte	1, 918. 00				1, 918. 00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

QUEBEC—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
COATICOOK—continued.					
Robes		\$13. 00			\$13. 00
Sleighs		20. 00			20. 00
Stone, granite		266. 00			266. 00
Straw	\$3. 00				3. 00
Sugar, maple	447. 00			\$900. 00	1,347. 00
Wagons	200. 00	145. 00			345. 00
Wood:					
Clapboards	14,648. 00	3,150. 00	\$1,590. 00	15,674. 00	33,062. 00
Laths	23. 00	2,725. 00		87. 00	2,835. 00
Logs	20,215. 00	35,950. 00	10,616. 00	72,710. 00	139,491. 00
Lumber	1,741. 00		854. 00	1,595. 00	4,190. 00
Piles	1,015. 00			257. 00	1,272. 00
Poles	273. 00	296. 00			569. 00
Railway ties		414. 00	1,707. 00	103. 00	2,224. 00
Shingles	490. 00				490. 00
Total	73,385. 00	70,826. 00	32,167. 00	152,989. 00	329,347. 00
COTEAU.					
Books				150. 00	150. 00
Cedar posts				176. 38	176. 38
Eggs		883. 00			883. 00
Hay	1,212. 81		480. 66		1,693. 47
Hop poles			125. 00		125. 00
Lambs	857. 50				857. 50
Lumber	3,142. 47	7,823. 59	8,321. 40	7,472. 86	21,760. 32
Settlers effects	1,180. 00	2,780. 00	165. 00	1,105. 00	5,230. 00
Shingles				596. 35	596. 35
Shooks	128. 10				128. 10
Steel rails				366. 42	366. 42
Wool			2,979. 92		2,979. 92
Total	6,530. 88	11,486. 59	7,071. 98	9,867. 01	34,946. 46
GASPÉ BASIN.					
Lobsters, canned	338. 50			2,720. 88	3,054. 38
Railway ties, cedar	817. 75			1,305. 01	2,122. 76
Total	1,151. 25			4,025. 89	5,177. 14
GRENVILLE.					
Ayrshire bull calf	50. 00				50. 00
Laths	95. 00	334. 72	374. 06	2,929. 35	3,733. 13
Long round timber		114. 60			114. 60
Match blocks			668. 98	5,062. 50	5,731. 48
Pickets	446. 78	4,318. 23	4,850. 40	4,137. 96	13,753. 37
Sawed lumber	78,999. 12	64,681. 59	54,097. 81	214,436. 73	412,215. 25
Shingles	650. 48		203. 20	1,810. 35	2,664. 03
Slab wood			1,132. 00	1,044. 00	2,176. 00
Ties				48. 00	48. 00
Wool				285. 20	285. 20
Total	80,241. 38	69,449. 14	61,326. 45	229,754. 09	440,771. 06
HEMMINGFORD.					
Apples		1,145. 45			1,145. 45
Calves				2,247. 00	2,247. 00
Ginseng root			684. 00		684. 00
Hay		210. 00			210. 00
Horned cattle				434. 00	434. 00
Horses	12,627. 00		5,877. 00	14,886. 00	33,390. 00
Lambs	1,752. 25	1,392. 75			3,145. 00
Miscellaneous			225. 00		225. 00
Personal effects	574. 50	300. 00	1,200. 00	1,880. 00	3,954. 50
Pulp wood	135. 00				135. 00
Tin plate				283. 84	283. 84
Wool	125. 00				125. 00
Total	15,213. 75	3,048. 20	7,966. 00	19,730. 84	45,978. 79

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

QUEBEC—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MONTREAL.					
Apatite, ground	\$259. 25	\$340. 00	\$176. 15	\$530. 10	\$1,305. 50
Asbestos	13, 155. 52	2, 331. 00	5, 945. 50	265. 00	21, 697. 02
Apples .....	.....	1, 088. 25	157. 50	.....	1, 245. 75
Ashes, pot. ....	.....	87. 66	.....	167. 00	254. 66
Antiquities .....	.....	.....	1, 060. 00	637. 50	2, 297. 50
Books	807. 38	1, 923. 97	2, 535. 87	2, 256. 14	7, 523. 36
Balsam	461. 55	601. 31	.....	.....	1, 062. 86
Baskets, Indian	306. 20	.....	967. 88	685. 63	1, 949. 71
Bones	2, 446. 19	2, 693. 28	452. 49	.....	5, 591. 96
Bone black	2, 348. 66	1, 656. 21	1, 656. 21	3, 733. 90	9, 384. 98
Bags .....	.....	225. 00	500. 00	328. 22	1, 048. 22
Beef, fluid .....	.....	125. 25	.....	.....	125. 25
Beef .....	.....	.....	453. 00	.....	453. 00
Blueberries .....	.....	.....	1, 868. 75	.....	1, 868. 75
Blue .....	.....	.....	.....	90. 00	90. 00
Bottles .....	.....	.....	.....	369. 38	369. 38
Bullion .....	.....	.....	.....	1, 650. 00	1, 650. 00
Coal tar	165. 00	.....	84. 84	.....	249. 84
Copper, scrap	251. 52	.....	.....	.....	251. 52
Cotton, waste	9, 745. 10	3, 847. 87	2, 865. 78	3, 052. 61	19, 511. 36
Chemical compounds	1, 076. 80	.....	.....	.....	1, 076. 80
Castings	678. 50	340. 00	.....	.....	1, 018. 50
Castoreums	150. 00	.....	.....	.....	150. 00
Cement	5, 433. 30	1, 898. 18	.....	2, 886. 02	10, 237. 50
Cartridges	7, 033. 85	4, 362. 62	2, 302. 52	5, 037. 16	18, 736. 15
Church goods	375. 25	534. 80	.....	600. 00	1, 500. 05
Cabbages	646. 00	.....	.....	.....	646. 00
Carriages .....	.....	150. 00	.....	.....	150. 00
Cigars .....	.....	160. 00	.....	.....	160. 00
Circulars, printed matter .....	.....	115. 00	.....	.....	115. 00
Cotton .....	.....	426. 16	.....	.....	426. 16
Crockery .....	.....	114. 75	.....	.....	114. 75
Cattle .....	.....	.....	1, 372. 20	.....	1, 372. 20
Cattle for breeding .....	.....	.....	1, 400. 00	.....	1, 400. 00
Cutch .....	.....	.....	367. 20	.....	367. 20
Capenles .....	.....	.....	.....	158. 00	158. 00
Clapboards .....	.....	.....	.....	1, 835. 50	1, 835. 50
Copper ingots .....	.....	.....	.....	1, 875. 90	1, 875. 90
Dyes	1, 399. 24	1, 410. 45	3, 383. 44	2, 108. 18	8, 301. 30
Dogs	2, 000. 00	.....	.....	.....	2, 000. 01
Down .....	.....	632. 18	.....	.....	632. 18
Drugs .....	.....	1, 147. 45	642. 00	1, 638. 89	3, 428. 34
Diamond railway crossing .....	.....	.....	115. 00	.....	115. 00
Elephants	1, 500. 00	.....	.....	.....	1, 500. 00
Engravings .....	.....	.....	100. 00	.....	100. 00
Furs:					
Raw	4, 232. 76	1, 485. 00	773. 00	1, 308. 00	7, 798. 76
Hatters' waste	173. 17	.....	877. 34	1, 394. 31	2, 444. 82
Dressed	6, 642. 74	542. 50	1, 215. 46	.....	8, 400. 70
Manufactured	216. 00	.....	.....	.....	216. 00
Waste .....	.....	.....	474. 60	.....	474. 60
Furniture	342. 00	.....	.....	.....	342. 00
Fertilizers	1, 366. 82	3, 444. 80	2, 732. 50	1, 702. 61	9, 246. 73
Fish:					
Fresh .....	.....	.....	769. 00	412. 35	1, 181. 35
Frozen .....	.....	.....	270. 00	.....	270. 00
Salt .....	.....	.....	.....	300. 00	300. 00
Flocks .....	.....	.....	354. 00	.....	354. 00
Fowl, land .....	.....	.....	206. 25	.....	206. 25
Firearms .....	.....	.....	.....	505. 31	505. 31
Gold, old	1, 500. 00	.....	.....	1, 600. 00	3, 100. 00
Gas liquor	879. 72	2, 326. 50	1, 520. 16	858. 44	5, 584. 82
Gear, stevedore .....	.....	1, 312. 60	.....	.....	1, 312. 60
Glass .....	.....	643. 11	.....	.....	643. 11
Glassware .....	.....	162. 00	.....	304. 00	466. 00
Guns .....	.....	89. 78	.....	.....	89. 78
Grease .....	.....	.....	.....	143. 10	143. 10
Gum .....	.....	.....	.....	300. 00	300. 00
Horses	4, 262. 50	8, 365. 50	10, 136. 00	13, 020. 00	35, 784. 00
Hides	7, 808. 50	17, 032. 36	62, 962. 14	31, 739. 28	119, 542. 28
Hay	326. 00	2, 839. 43	.....	.....	3, 165. 43
Hair, curled .....	.....	158. 25	.....	560. 00	718. 25
Hair, hog .....	.....	353. 81	.....	262. 98	616. 79
Hockey sticks .....	.....	205. 00	.....	.....	205. 00
Hoofs and horns .....	.....	1, 173. 36	1, 727. 36	.....	2, 900. 72
Hydraulic air compressor .....	.....	.....	350. 00	.....	350. 00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

QUEBEC—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MONTREAL—continued.					
Harness.....				\$275.00	\$275.00
Hemp.....				2,590.11	2,590.11
Insurance blanks or books.....	\$32.58		\$189.63	101.97	324.18
Iron, sheets.....		\$191.00			191.00
Iron, pig.....	183.00			180.00	363.00
Jewelry sweeps.....	316.47	1,185.00	2,057.58	400.00	3,959.05
Junk.....		429.81	425.41	575.41	1,430.63
Jewelry.....				2,156.33	2,156.33
Kalsomine.....			110.77		110.77
Liquors.....	3,081.03	33,191.92	6,995.16	9,611.67	52,879.78
Leather.....	181.81	1,300.20	912.16	410.00	2,804.17
Lumber.....	39,007.02	28,879.20	3,969.42	33,480.35	105,335.99
Lemons.....	44,780.50			101,821.60	196,602.10
Lambs.....		1,133.77			1,133.77
Machinery.....	1,000.00	817.00	1,544.68	2,280.00	5,641.68
Mica.....	889.92				889.92
Molasses.....	413.72	270.90	170.00	393.97	1,248.59
Manuscript.....	500.00				500.00
Musical instruments.....	137.33				137.33
Mohair.....				156.60	156.60
Nails, horse.....	594.44	1,166.20	448.17	872.00	3,080.75
Needles.....		409.30			409.30
Oxide of iron.....	665.93	564.69	607.64	961.50	2,799.76
Oakum.....	650.00				650.00
Oranges.....		840.00			840.00
Organ.....			20.00		20.00
Oil:					
Bergamot.....			1,285.27		1,285.27
Cod.....			4,312.55		4,312.55
Castor.....			296.98	196.84	493.82
Onions.....			13,013.35	1,421.00	14,434.35
Potatoes.....	82.62				82.62
Pitch.....	1,797.28				1,797.28
Paintings.....	100.00	6,520.00	24,885.00	19,280.00	50,785.00
Pictures.....	5,625.00				5,625.00
Personal effects.....	28,012.00	21,415.00	28,782.95		78,209.95
Plate, communion.....	105.00				105.00
Paper stock.....	4,422.42	1,722.49	164.82	333.39	7,143.62
Phenacetine.....	583.95				583.95
Plumbago.....	130.37			165.00	295.37
Paper, wall.....		689.89	318.19		1,008.08
Posters, old.....		100.00			100.00
Pump, hydraulic.....			120.00		120.00
Plated goods.....				114.00	114.00
Returned American goods.....	20,634.44	13,058.21	22,166.28	66,796.53	122,655.46
Rags.....		1,784.71	6,043.86	12,745.26	20,573.83
Rice.....		900.75	450.18		1,350.93
Rubber.....		1,708.54			1,708.54
Rubber scrap.....		1,172.25		1,010.92	2,183.17
Rollers, wooden.....			174.00	1,260.00	1,434.00
Rennets.....				200.00	200.00
Soda, salanite.....	801.58				801.58
Sleighs.....	320.00	420.00			740.00
Switch stand.....	120.00				120.00
Sausage casings.....	567.30				567.30
Skins.....	1,446.25	1,446.25	925.52		3,818.02
Statuary.....	705.46	831.00		532.00	2,068.46
Sawdust.....	115.44				115.44
Sponges.....	143.60				143.60
Silk.....	2,332.57				2,332.57
Sheep.....	996.40				996.40
Skins:					
Calf.....	482.25		2,490.05	16,960.95	19,933.25
Goat.....		438.24	1,784.60	1,784.60	4,007.44
Lamb.....		363.75		1,596.00	1,959.75
Otter.....		180.00			180.00
Sheep.....		1,719.70	3,020.50	4,444.25	9,184.45
Staves.....		761.69			761.69
Stereopticon.....		125.00			125.00
Sirup of turpentine.....		400.00		400.00	800.00
Scales.....			147.08		147.08
Skins, raw.....			240.00	1,740.52	1,980.52
Stationery.....			295.00		295.00
Seeds.....				124.50	124.50
Silver.....				275.00	275.00

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

QUEBEC—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MONTREAL—continued.					
Sugar				\$8,000.00	\$8,000.00
Steel				2,223.94	2,223.94
Tobacco, manufactured	\$133.00	\$138.00	\$266.00		532.00
Ties, railroad	1,425.00				1,425.00
Tea	4,487.52	14,916.05	6,486.61	107,898.77	133,783.95
Tar paper	282.50				282.50
Toys	240.00	64.00			304.00
Tinned iron	143.13				143.13
Tin plates	62.50				62.50
Tobacco	84,330.72	64,775.00	166,113.75	61,992.40	377,211.87
Turkeys		598.40			598.40
Tin ingots				545.00	545.00
Trucks				100.00	100.00
Vanilla, crystal		182.58			182.58
Vegetables			1,057.05		1,057.05
Woolens	738.89	137.00			875.89
Wire		110.37			110.37
Wool		29,479.66	51,984.22	21,629.30	102,793.18
Wine			62.01	285.50	347.51
Total	331,310.49	303,067.91	467,370.52	575,428.19	1,677,177.11
PAMPEBIAC.					
Butter	79.75				79.75
Beef .....		.80			.80
Boots		4.00			4.00
Books			75.00		75.00
Cranberries .....		.60			.60
Clothespins .....		.20			.20
Church goods			126.50		126.50
Eggs .....		.28			.28
Fish .....		.30			.30
Fowls .....		.30			.30
Geese .....		.60			.60
Lobsters	377.00			4,485.00	4,862.00
Pork		1.30			1.30
Shingles, cedar	20,700.65	3,722.50	4,002.25	13,972.12	42,466.52
Sewing machine		20.00			20.00
Spruce deal				265.00	265.00
Ties, cedar railroad	22,772.44	3,800.00		1,875.55	38,507.99
Total	43,998.84	7,610.88	4,203.75	25,597.67	81,411.14
QUEBEC.					
Animals			210.00	50.00	260.00
Asbestos, crude				3,500.00	3,500.00
Balsam, Canadian	806.25			210.00	1,016.25
Cod oil		5,421.65			5,421.65
Cranberries		450.00			450.00
Kels		1,058.95			1,058.95
Fish:					
Fresh	3,338.00			6,249.20	9,587.20
Salted			211.80		211.80
Furs:					
Dressed	290.00	779.50	450.00		1,519.50
Raw		489.37		1,501.67	2,081.04
Waste			549.09		549.09
Gas liquor			175.00		175.00
Glue stock	261.01			847.25	1,108.26
Goods returned to the United States	3,542.27	58,920.12	1,033.83	7,850.73	70,846.95
Hair plastering	921.82	2,397.63	1,389.20	564.66	5,272.81
Household goods	1,375.00	1,649.00	2,467.00	3,639.00	9,130.00
Hides	571.74		1,999.00		2,570.74
Horsehides and calfskins		893.75			893.75
Horses, provisions, etc., for lumbering in Maine			1,244.74	5,514.16	6,758.90
Iron castings		166.70			166.70
Lumber	8,325.52	10,850.12	7,478.29	46,828.34	73,472.27
Maple sugar		410.16	2,024.00	24,550.78	26,984.94
Paper stock			268.60		268.60
Potatoes and turnips		865.32		588.75	1,404.07
Pulp wood				7,618.75	7,618.75

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

QUEBEC—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
QUEBEC—continued.					
Scows, contractors' plant, machinery, etc		\$5,037.22		\$1,738.00	\$6,775.22
Sea grass			\$1,734.20	564.00	2,298.20
Sundries	\$934.46	756.86	417.90	849.05	2,958.27
Wool		7,891.74	9,103.73		16,495.47
Total	20,365.57	97,508.09	30,751.38	112,199.34	260,824.38
RIMOUSKI.					
Furs, raw				594.50	594.50
Household goods	355.00	574.00	300.00	580.00	1,809.00
Lumber, rough	7,113.00	6,557.00	2,877.00	4,398.00	20,945.00
Laths, spruce			132.00	89.30	221.30
Potatoes		156.00		175.00	331.00
Railway sleepers, cedar		67.00		32.50	99.50
Sea grass	1,557.90	805.00	436.00	2,061.45	4,860.35
Sugar, maple	15.00				15.00
Shingles, cedar	23,082.50	30,548.00	22,043.50	53,781.82	129,455.82
Total	32,123.40	38,707.00	25,788.50	61,712.57	158,331.47
STANBRIDGE.					
Cattle				829.50	
Fence posts			168.00	294.00	
Firewood	150.00	126.00	282.00	26.00	
Flax	6.80		7.00		
Furs, raw		25.00			
Geese, live		495.00			
Hair		180.00	140.00	398.90	
Harness	10.00	25.00			
Hay	19,379.06	8,575.36	3,154.32	7,816.25	
Hides	2,802.38	2,547.07	5,150.79	828.30	
Horses	1,643.00	600.00	3,561.00	4,008.00	
Logs	220.50	3,317.00	1,092.00	87,529.50	
Lumber	581.00	3,075.60	2,725.00	9,930.72	
Mineral water		117.48			
Personal effects	585.00	1,293.00	1,285.00	515.00	
Poultry		1,227.34			
Road cart	20.00				
Sheep and lambs	5,271.26	1,458.35			
Shingles	8.00	61.00		65.00	
Straw	7.00	71.25	63.00	27.75	
Sulky	75.00	100.00			
Switch chains			31.00		
Tallow		6.25			
Ties	937.50		23,589.50	7,812.50	
Wool			390.00	178.06	
Total	31,796.50	23,300.70	41,598.61	70,259.48	166,955.29
THREE RIVERS.					
Hay	94.50	2,001.00	85.00		2,180.50
Household goods	743.00	2,687.00	730.00	50.00	4,210.00
Lumber	55,689.88	73,005.72		96,356.96	225,052.56
Leather and furs		1,137.49		565.74	1,703.23
Mineral water		1,557.50	80.00	1,591.00	3,228.50
Miscellaneous				1,561.00	1,561.00
Pig iron	3,040.00	4,600.00	9,330.00	18,208.10	35,178.10
Pulp wood	93,765.00	39,819.00		38,026.00	171,610.00
Telegraph posts	209.00				209.00
Wood pulp	58,369.95	35,762.01	54,508.15	36,523.64	185,163.75
Total	211,911.33	160,569.72	64,733.15	192,882.44	630,096.64
WATERLOO.					
Horses	80.00				80.00
Household goods	2,055.00	1,820.00	503.00		4,378.00
Lambs	1,989.20	326.00			2,315.20
Last blocks				1,820.00	1,820.00
Lumber	7,056.00	9,057.00	4,714.50	18,697.40	39,524.90
Total	11,180.20	11,203.00	5,217.50	20,517.40	48,118.10

Statement showing the value of the exports declared for the United States at the several consular offices in the Dominion of Canada, etc.—Continued.

QUEBEC—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
RECAPITULATION.					
Arthabasca	\$109,031.14	\$75,829.37	\$26,931.26	\$91,619.80	\$303,411.57
Conticook	73,365.00	70,826.00	32,167.00	152,989.00	329,347.00
Coteau	6,520.88	11,486.59	7,071.98	9,867.01	34,946.46
Gaspé Basin	1,151.25			4,025.89	5,177.14
Grenville	80,241.38	69,440.14	61,326.45	229,754.09	440,771.06
Hemmingford	15,213.75	8,048.20	7,986.00	19,730.84	45,978.79
Montreal	331,310.49	303,067.91	467,370.52	575,428.19	1,677,177.11
Paspébiac	43,998.84	7,610.88	4,203.75	25,597.67	81,411.14
Quebec	20,365.57	97,508.09	30,751.38	112,199.34	260,824.38
Rimouski	32,123.40	38,707.00	25,778.50	61,712.57	158,331.47
Stanbridge	31,798.50	23,300.70	41,598.61	70,259.48	166,955.29
Three Rivers	211,911.33	160,569.72	64,733.15	192,882.44	630,096.64
Waterloo	11,180.20	11,203.00	5,217.50	20,517.40	48,118.10
Total for Quebec	968,209.73	872,606.60	775,186.00	1,566,593.72	4,182,546.05

FRENCH NORTH AMERICA.

Value of exports declared for the United States at St. Pierre, Miquelon, during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Dry codfish in bulk	\$680.19	\$5,406.81	\$395.61		\$6,482.61
Dry codfish in drums in bond	40,833.43	44,771.14	12,026.08	\$10,594.71	108,225.36
Herring	162.50			227.50	390.00
Venison			207.50		207.50
Total	41,656.12	50,178.95	12,629.19	10,822.21	115,285.47

MEXICO.

CITY OF MEXICO.

In compliance with the request contained in circular letter from the Department of State under date of August 10, 1897, I have the honor to transmit herewith inclosed the following report upon the trade and commerce of this country, its agricultural and mining industries, etc.

Owing to the fact that I assumed charge of this consulate-general on the 1st day of August last, since which date my entire time has necessarily been employed in the daily routine work devolving upon the office and in developing something of a systematic basis for the conduct of future business, I have not been able to visit any of the various consular agencies of the district; hence this report must necessarily be less complete than I would otherwise be pleased and able to make it.

However, it is my endeavor to embody in the same certain facts and data that may prove of interest to the Department and of value to the general public, especially to those who contemplate seeking investment in this Republic.

RAILWAYS.

On the 1st of July of the present year, there were in operation in this Republic 7,365 miles of railroad, and more under course of construction the Mexico, Cuernavaca and Pacific.

The earnings of the two great American trunk railways for 1896 were as follows:

Railway.	Gross earnings.	Net earnings.
Mexican Central.....	\$10,208,020	\$3,463,747
Mexican National.....	5,290,026	2,525,958

The figures show quite a perceptible increase for the two roads over 1895, and it is expected that the earnings for 1897 will far exceed those of 1896.

From latest reports up to the present date, there has been shipped to the United States this season over the Mexican Central Railway 125 carloads of oranges from La Barca, 47 from San Bartolo, 7 from Yurecuaro, and 9 from Guadalajara; a total of 188 cars. These do not include shipments from other points and over other roads. Shipments are still increasing.

I learn from what I believe to be reliable authority that the general exportation from this Republic to the United States so far this year has been most satisfactory, and indicates in what lines Mexico is making progress. Naturally the low price of silver and consequent high rate of exchange have stimulated gold exports, for the gold premium offers to producers in this land of silver a great inducement to be shipping everything possible.

EXPORTS.

The following exhibit shows the amount of exports from this consular district for the quarter ending September 30, 1897:

District.	Articles.	Value.
Aguas Calientes	Lead bullion	\$234,805.87
	Copper	419,824.15
	Silver and copper ores	21,587.01
	Silver and lead ores	4,488.79
	Drawn work	850.30
Total		1,081,435.92
Guadalajara	Oranges	9,879.52
	Hides	8,183.94
	Gold bullion	594.99
	Pottery	491.08
Total		19,099.53
Zacatecas	Gold and silver bullion	114,631.52
	Chicle	24.28
	Horsehair	225.51
	Goat skins	291.72
Total		115,174.03
Guanajuato	Gold and silver bullion	12,940.77
	Beans, native	521.11
	Goat skins	555.00
	Saffron	2,085.00
Total		16,211.88
Puebla	Hides	6,363.67
	Silver bullion	500.00
	Zacaton	4,125.19
Total		10,988.86
Port of Mexico City	Miscellaneous products—principally gold and silver bullion, gold and silver ores, hides, zacaton	383,519.27
Grand total		1,036,429.49

The foregoing does not include gold and silver coin, which largely exceeds all other exports.

The United States continues to take nearly, if not quite, 75 per cent of the total produce exported from this Republic, and England comes next with about 16 per cent.

There is a large increase in the exportation of silver, gold, dye-woods, copper, and tobacco.

Mining products constitute, as usual, a large part of the exports, amounting, between gold, silver, copper, and lead, to about \$42,000,000, or 70 per cent.

COMPARATIVE EXPORTS.

In the following items, the first group of figures represents the amounts and values exported in the first nine months of 1897, and the second those of the corresponding period of 1896:

COFFEE.

Year.	Pounds.	Value.
1897	30,016,967	\$4,574,252
1896	19,715,264	3,333,365

The much lower price of coffee this year accounts for the disproportionate valuation.

TOBACCO.

The American people, besides being Mexico's chief customers for coffee, are buying more and more of her tobacco. The amount exported to the United States was:

Year.	Pounds.	Value.
1897	600,967	\$294,536
1896	191,303	73,709

A very notable gain.

HIDES AND SKINS.

This country exported to the United States, in the period under consideration, hides and skins to the value of \$1,534,306, against \$1,055,229 in 1896.

LEAD.

Lead is an important factor in Mexico's exportations, the nine months' exportation reaching:

Year.	Pounds.	Value.
1897	108,776,580	\$1,226,525
1896	97,818,833	949,926

The bulk of the American purchase of lead is from Mexico.

COAL.

Mexico both exports and imports coal, and shipped into the United States 85,890 tons, an increase during the time under consideration of 33,216 tons.

LOGWOOD.

The increase in the exports of logwood amounts to the sum of \$28,778.

HENEQUEN.

The importation of henequen into the United States is overwhelmingly Mexican, showing in gold value an increase of \$565,413.

The showing, on the whole, is excellent and very encouraging, and indicates that the country more than holds its own in the great American market, which is the chief support of Mexico's export trade.

COMMERCE WITH THE UNITED STATES.

With reference to the extension of United States trade in Mexico, many questions deserve consideration. American products may be divided into numerous heads, and each deserves separate attention.

MACHINERY.

Mining machinery of United States manufacture is used almost exclusively in the Mexican mines. This fact is due to its superiority and to the further fact that wherever and whenever American mining machinery has been introduced, competent persons have been placed in charge of the machinery, in order that it might produce the best results and that its merits might become sufficiently known.

The same may be said of machinery for the manufacture of sugar, of which, during late years, much has been imported into this country. No suggestion would be of value concerning the introduction of this machinery, as the manufacturers thereof seem to fully appreciate the necessity and advantage of placing the machinery in competent hands, or of furnishing competent men to operate it until the purchasers become familiar with its use.

The same may also be said of machinery for working textiles, both cotton and woolen. The superiority of American machinery is known by the proprietor or persons in charge of the cotton and woolen manufactories of this country. They are quick to see the advantage of improved machinery, and being in many instances Americans, no difficulty is experienced in introducing United States machinery in this line.

TEXTILES.

There are greater difficulties in the way of the introduction of United States textiles into Mexico. In the first place, the American manufacturer of textiles does not make especially for the Mexican market; consequently, the introduction of many American fabrics would necessitate a complete and sudden revolution in the domestic habits and customs of much of the population of Mexico. The people of Mexico, especially the rural population, are fixed in their customs, having adopted them after long years of experience, believing them to be what are best suited for the mode of life and climatic conditions of their respective localities. The result is that they are not willing to cast off the fabrics with which they are, and have been for years, familiar and adopt new ones of which they know nothing; consequently, time and a systematic course of instruction are necessary in order to introduce foreign goods. One way of overcoming what might be called a prejudice would be for the manufacturers of the United

States to send competent men to Mexico to study the climate and customs of the people in the various localities, and after such persons become familiar with the wants and needs of the people, let those interested establish houses in various localities, where the goods suitable for each particular place might be exhibited. These houses or places of exhibition should be in charge of discreet men who thoroughly understand the language of the country, are polished in manner, and of unblemished character and reputation; such men, in short, as will command respect and inspire confidence, not only in themselves and in the people they represent, but for the goods which they offer. Care should be taken never to attempt to introduce anything but first-class articles, and such as will stand the test of wear and investigation in competition with all rivals.

The Mexican people are very kind and hospitable, and are not suspicious in their nature, but, being totally unacquainted with many United States articles offered here for sale, require time and opportunity for investigation. When once thoroughly convinced that an article is suitable for their purposes, they adhere to it with almost a religious tenacity, never changing. Once their confidence is shaken by a depreciation in the quality, or by an attempt to deceive on the part of the manufacturer or seller of the article, the latter is discarded at once, and is never restored to their confidence.

AGRICULTURAL IMPLEMENTS.

No field for United States manufacturers offers such inducements as Mexico in the line of agricultural implements. In this connection, the manufacturers seem never to have understood or appreciated the conditions. Most of the interior of Mexico, by which is meant the table-lands between the Pacific and the Gulf slopes, is a level plain ranging from 3,000 to 8,000 feet above sea level. This great table-land has been tilled by primitive methods for hundreds of years without care and without fertilizers, and in many places, even at the present time, produces two and sometimes three abundant crops each year. Practically no modern machinery is in use in this vast territory. Its absence is not due to the indisposition of the people to adopt it, but to the lack of opportunity to become familiar with the manner of using it and its consequent advantage. It can not be expected that farm hands, who have never used and have never seen modern machinery, will discard the tools which have been in use among them from their childhood, and no doubt for centuries, and adopt apparently complicated machinery of which they know nothing. The proprietors may be willing in many instances to try modern machinery, but neither they nor their foremen understand, except in a few cases, the method of handling such machinery or the advantages to be gained from its use. They are consequently unable to instruct their workmen, and the result is that where modern machinery has been introduced on farms, it has proved useless and is discarded for the machinery with which they are more familiar.

It would not be difficult to introduce United States farm machinery into Mexico, but this also will require time and patience and a systematic course of education. A careful study of the country, of the soil and products should be made, and then competent men should be sent to each place with the kind of machinery adapted to the soil and wants of that locality, to introduce it, show its advantages, and instruct the foreman and workmen. There are a few instances in

Mexico where, through the intervention of American friends, or from knowledge gained by the Mexicans themselves in the United States, American farm machinery has been introduced, and, in all cases where its operation is understood, it has given entire satisfaction. Care should be taken never to allow machinery to be sold by people who do not understand the manner of working or operating it, or who are not able and willing to see that the purchaser or his foreman thoroughly understand using it. The manufacturer can not expect to send his machines to Mexico and place them in the hands of agents, to be stored in warehouses and shops, with the idea that their introduction will be rapid. They must be willing to spend some money, and to have patience.

The manufacturers of United States sewing machines seem to have grasped the idea and manner of introducing their machines into Mexico, and at this time there is not an Indian village in this country where American sewing machines can not be found, and scores of native women may be considered expert operators. They introduce their machine by establishing agencies throughout the Republic, placing them in the hands of polite, polished, and competent men, who by degrees have instructed the people in the manner of operating machines and their advantages, with the result that to-day, in many huts made of bamboo and thatched with palm leaves, the United States sewing machine can be found, and some one able to use it with all its attachments. If this is true regarding sewing machines, what difficulty should there be in introducing agricultural machinery if the same methods were employed?

BOOTS AND SHOES.

In the line of boots and shoes, the superiority of those of American make is well known, but owing to the peculiarity of the climate and the country, shoes of any class will never be worn by the rural population. Their use will always be confined to the cities and towns. The foreign population, which is constantly increasing, prefer them to those of Mexican make whenever they can be purchased at reasonable prices.

GENERAL REMARKS.

For securing control of the import trade, United States firms and manufacturers must furnish goods of the design and quality called for. They should understand the tariff laws, and pack goods to meet the requirements. This is often a very important factor. There is much complaint among importers of the carelessness of American firms in packing goods and wares to suit the conditions of the country, as well as in following shipping directions. Too much attention can not be given to these matters.

The German manufacturers, as a rule, seem to be the best judges of local requirements, simply because they personally "drum" the markets by means of representatives who speak the language, visit small as well as large towns, give liberal time for payments, and are content to lay foundations for future trade, even if they get no immediate orders.

Commercial travelers can not expect to accomplish much in this country by only one or two days stop-over. The customs of the country will not admit of it. One must take plenty of time and exercise no small degree of patience, if he expects to succeed in placing orders.

Commercial travelers coming into this country for the purpose of

soliciting trade are required to pay a municipal tax, ranging from \$3 to \$20, good for thirty days, or they can procure a license for the whole State, costing from \$20 to \$200, according to the importance of their business. As a rule, the authorities charge a minimum rate, including the federal tax, especially in cases where the commercial traveler comes well recommended. The rate varies somewhat in the different States and municipalities, but is not oppressive.

Since the rate of exchange has fallen, merchants are placing more liberal orders abroad, and the increased value of silver is stimulating importations.

It appears to be the prevailing opinion that a continuance of the low price of silver with a corresponding high rate of exchange will ultimately prove beneficial to this country, inasmuch as it is giving a powerful impulse to home industries, to the investment of home capital in manufacturing establishments, mining, and enterprises of every description, and to the production of agricultural products, such as coffee, sugar, and tobacco, for exportation.

The general business outlook in Mexico is quite satisfactory. Importers have regained courage and are replenishing stocks. The retail trade is active in many lines, and importations of all sorts of goods indicate that people are buying freely.

The Government is in receipt of adequate revenues from customs duties and internal taxes, and pursues a prudent and conservative course, avoiding all extravagance, and wisely encouraging material improvements of every kind.

The federal stamp duties during the month of September yielded \$1,685,072, as against \$1,622,585 in the corresponding month of 1896. This gain of \$62,487 is very satisfactory as demonstrating the business activity of the country.

The value of imports in 1895 amounted to \$36,245,045 and in 1896 to \$46,328,235, showing an increase of \$10,083,190.

Much of this increase was attributable to the heavy importation of corn from the United States, owing to the partial failure of the crop of 1896, while the increased importations of luxuries, such as carriages, fancy goods, jewelry, liquors, high-class groceries, and similar articles, amounted to nearly \$1,750,000, doubtless on account of increase of consumption.

Of the total imports of iron and steel, principally in rails and railway material, mining and other machinery, iron tubing, corrugated iron sheets, hoop and bar iron, the United States supplies about 57 per cent, the balance being divided between England, Germany, and Belgium. Most of the mining machinery and material come from the United States.

While the conditions in Mexico at present are perhaps not favorable to the establishment of large manufacturing centers such as exist in the United States and Europe, where millions of capital and thousands of employees are under the direction of one corporation, the smaller manufacturer will find here a very encouraging outlook.

There has been large growth during the past year in the exportation of fruits and sugar, which have increased nearly 40 per cent over those of 1896. The improvement in the former is due to the growing demand in the United States for Mexican oranges, and in the latter to the rise in the price of sugar, owing to the small production in Cuba.

The orange crop of Mexico hardly comes in competition with the crops of California and Florida, as the California orange reaches the Eastern market and is exhausted in spring and early summer. The

Mexican orange exportation commences about September 1 and is disposed of about the time the Florida crop commences to reach our northern markets.

IMPROVEMENTS.

The harbor at Vera Cruz is being improved; jetties and sea walls are being extended, and the Mexican Railroad has just completed a new wharf.

At Tampico, a new company has been formed, called the "Huasteca Navigation Company," for the development of river traffic, and in view of the extensive and fertile region of country tributary to the upper reaches of the river Panuco, the undertaking will doubtless prove a success. Part of the country reached by the steamers of this company is known as the Huasteca Potosius, and it exports annually about 1,500,000 pounds of coffee, 2,500,000 pounds of peloncillo (a coarse grade of unrefined sugar), 1,700,000 pounds of tobacco, besides large quantities of sarsaparilla, rice, beans, honey, chicle, hides, oranges, cedar, fustic, and cattle. In this trade, there are now employed three stern-wheel steamers and several barges of light draft.

The port at present has a wharfage of over 3,000 feet, and the Waters-Pierce Oil Company is erecting an extension to its wharf for the accommodation of its own steamers, and when the new fiscal wharf is opened the port will have nearly 6,000 feet of wharfage.

In the foregoing report, I have endeavored to give not so much detailed figures with the stamp of official accuracy as an intelligent survey of the industrial activity and general business and tendencies of trade in the Republic.

ANDREW D. BARLOW,
Consul-General.


MEXICO CITY, *December 1, 1897.*

NUEVO LAREDO.*

The rapid rate of Mexico's commercial progress, steadily accelerative for the past ten years, has of late unmistakably slackened. Many projected enterprises are held up or abandoned, the rush to establish factories is stopped, and trade, both foreign and domestic, has fallen off. Strange to say, the decline in silver, which has long been claimed as the chief cause of Mexico's industrial prosperity, is now admitted to be the sole cause of her crisis.

All was well while advancing exchange built higher and higher the barrier against foreign goods and made more and more profitable the establishment of domestic industries; but when, after breaking previous low records, silver continued its descent, giving rise to a not unreasonable dread of its universal abandonment as a money metal, even promoters paused and timid investors fled. Capital, which for years has flowed here in an ever-increasing stream, is brought face to face with this curious fact: Books kept in Mexico in the money and language of the country may show a most gratifying profit; the same books, translated into the money and language of the capitalist, may show a most discouraging loss.

Silver must be reckoned with in every transaction involving time.

* In response to circular of August 10, 1897. 

Failure to do so is an imprudence of which American merchants have been too often the victims. But caution is now the rule in the matter of Mexican investments. As a consequence, there is a perceptible lessening of the inflowing current of capital. In fact, during August last, when the Mexican dollar sold as low as 39 cents, that current gave signs of actual cessation.

The pause in silver's downward course and the recent rally has put a better phase on things. But be the future of the white metal what it may, confidence has received a wound which will heal very slowly.

DOCILE LABOR.

One thing alone saved Mexico from the direst consequences—the fact that labor, unmindful of the falling value of its wage, continued to accept it, uncomplaining and contented.

While the price of labor's product advanced; while every article of luxury or necessity went higher, the price of labor itself remained unchanged. It is still quoted in the same terms of silver; it is still unquestionably on a silver basis. But this condition of labor can not last. Ten thousand schools, fully 8,000 of which are public, are in the way of its continued maintenance.

SCHEDULE OF WAGES.

Expressed in American money at the rate of exchange prevailing in August, common laborers of this consular district, in the several industries named, were being paid daily wages averaging as follows:

	Cents.		Cents.
Breweries.....	30	Furniture factories.....	40
Brickyards.....	25	Hat factories.....	20
Building.....	40	Match factories.....	14
Cotton factories.....	25	Macaroni factories.....	16
Carriage factories.....	35	Miners.....	35
Cracker factories.....	20	Planing mills.....	30
Distilleries.....	25	Railroads.....	30
Electric-light companies.....	40	Street-car lines.....	25
Foundries.....	40	Tanneries.....	25
Flour mills.....	30		

City laborers on streets and improvements were paid 30 cents a day, policemen the same, and soldiers about 15 cents a day.

CHANGING THE MONEY STANDARD.

For the first time in her history Mexico is seriously questioning the character of her money. You hear the matter discussed everywhere, openly by merchants and capitalists, guardedly by public men. Plans are even proposed for the adoption of the gold standard. None of them, however, satisfactorily surmount the difficulty of getting gold enough and keeping it in a country whose imports greatly exceed its exports, whose chief enterprises are exploited with foreign capital, and whose public debt, interest and principal, must be paid abroad.

Besides this, any change of standard, indeed, any agitation of a change, must discredit silver, which is Mexico's principal export and her main source of national wealth. But the existing crisis forces consideration of the question. Further decline in silver menaces the nation's commercial life. This is admitted at every hand. Her finances must be placed on a basis more substantial. There must be some escape from an uncertainty that practically forbids credit.

Fortunately, the problem is in good hands. The commercial world so closely concerned in it may rely on its solution by the conservative and enlightened statesmen who now direct Mexico's affairs.

LOCAL TRADE.

The following table, obtained by the courtesy of the Mexican customs officials of Nuevo Laredo, shows the value of imports at this place of the articles named for the first half of 1897, as compared with the same period of 1896:

Articles.	1896.	1897.
Steam and electrical machinery	\$290,319	\$204,391
Foot and hand power machinery	40,017	30,272
Agricultural implements	6,137	8,857
Bicycles	3,236	20,134
Furniture	23,981	30,340
Boots and shoes	864	4,764
Cotton goods	57,053	36,976

From the above, it appears that the chief articles have fallen off as follows: Machinery, steam and electric, 30 per cent; machinery, hand and foot power, 24 per cent; cotton goods, 35 per cent. Bicycles and furniture, however, show a marked increase, the latter, in spite of predictions to the contrary, having made a material gain here as well as throughout the Republic.

Summarized, the total imports at this point of the articles named are as follows for the period stated:

	1896.	1897.
United States goods	\$388,299	\$311,699
European goods	27,151	14,906

This is a loss for American goods of nearly 20 per cent and for European goods of nearly 50 per cent.

The imports from the United States of all kinds into this customs district were, in 1896, \$2,198,464; in 1897, \$2,551,205.

These figures indicate a small gain, but if we deduct the increase in the single item of corn, for which article the crop failure created an abnormal demand, the figures would stand: In 1896, \$2,127,865; in 1897, \$1,789,373, a loss for the first half of the current year of \$338,492, or almost 16 per cent.

IMPORTS GENERALLY.

The local custom-house ranks third in the Republic for the amount of its import business. Its record may be taken as fairly indicating existing or probable conditions at other points. I am aware that the reported total of the sales of United States merchandise to the Republic for the past seven months show a small gain:

	1897.	1896.
Mexico sold United States	\$13,512,330	\$10,469,722
United States sold Mexico	12,993,270	12,156,330

But the United States gain was less than 7 per cent, the smallest recorded in years, while Mexico gained nearly 30 per cent. I am satisfied that this small gain on the part of the United States will be overcome during the remainder of the present calendar year, for every month since May shows a loss, and in many important lines the losses are significant.

This is despite the increased activity of United States merchants seeking Mexican trade, the improved conditions of transportation, the better knowledge of Mexican business wants and methods, and, above all, despite the vast increase of Mexican exports to the United States.

SILVER AND TARIFF.

The marvel is that imports are so large, with exchange ranging as it has for the past several months. Mexico can not be expected to buy abroad any article she can do without or can get at home; nor is she doing so. Silver must rise from its present level and give promise of permanency before the situation can improve.

Silver and the tariff have unconsciously cooperated. They have built up a barrier behind which capital has thought it safe to develop native industries. Mexican breweries now make the Republic's beer; Mexican smelters do the bulk of reducing her ores; Mexican cotton mills are making an increase in their output, resulting in lessening American sales of cotton textiles by 1,600,000 yards during the past seven months. Foundries, distilleries, tanneries, soap works, sugar refineries, factories of all sorts have been springing up, every one of which produces something that formerly could only be obtained abroad. But, as I have already stated, there is a lull in factory building for a while, a lull by which the American export trade may possibly profit.

SOME ADVANTAGES OF THE SITUATION.

There is usually compensation in calamity. Present conditions in Mexico, as related to our trade, are not exceptional. The low price of silver, while it strains to the point of prohibition the rates of exchange, will force many mining corporations of Mexico to increase their output in order to maintain their profit. Such increase of output can only be effected by putting in machinery. There is already demand from points that until the present crisis never dreamed of it. From this time on, I look for a constantly increasing demand for mining machinery of all sorts—a demand it should be the business of United States merchants to know and supply.

The low price of silver has also heightened the hunt for gold. That metal is sought and is being discovered in most unheard-of places. While thus far no Klondike has developed, there has been found an amazing number of good gold-bearing ledges. These, however, require expensive machinery, and the United States is ready with it. If the same mining activity, with the same promising prospects, obtained to-day in any State of our Union, that State would swarm with agents for mining and engineering supplies. I do not hesitate to advise the large concerns in these lines to give Mexico a thorough and convincing canvass.

Another result of low silver is that the factories now established and, as I believe, temporarily secure from the competition of other factories, will likely enlarge their facilities. This will call for machinery and supplies in the various industrial lines for which the United States ought to be on the lookout.

In the matter of agricultural machinery, I also expect betterment. The high tariff, which practically closes the Mexican market to American corn, makes its cultivation in Mexico, as well as that of other cereals, extremely desirable. The era of the ox cart and crooked stick for a plow is not yet at an end, but gives signs of it. There has been a steady growth in the sale of United States agricultural implements and machinery to Mexico. The late fiscal scare has interrupted it, but it will resume and reach proportions gratifying to our trade.

EXPORTS.

The same causes which decreased the imports at this point and throughout the Republic stimulated the exports. The latter show a marked increase in almost every line. Except in such commodities as have been particularly affected by our new tariff law, as fruit, cattle, hides, and skins, every indication points to a continuance in the activity of Mexico's export trade. We are the one country with which Mexico has a trade balance in her favor—a balance to which may be added her vast output of the precious metals.

The following table shows the leading articles of export to the United States, with values expressed in gold:

Leading merchandise exports from Mexico to the United States.

Articles.	Fiscal year 1897.		Fiscal year 1896.	
	Quantity.	Value.	Quantity.	Value.
Coffee pounds..	28,692,358	\$4,573,865	22,572,836	\$3,794,540
Henequen tons..	62,839	3,809,415	51,167	3,399,180
Ytze fiber do..	6,313	835,841	12,207	717,585
Oranges do..		258,340		212,913
Hides and skins pounds..	13,744,511	1,827,615	9,983,715	1,518,892
India rubber do..	108,871	82,675	124,343	41,432
Lead tons..	69,824	1,456,320	67,982	1,347,540
Tobacco pounds..	749,500	297,232	33,197	28,025
Mahogany feet..	8,791	321,800	10,654	414,817
Coal tons..	99,760	218,456	72,056	146,813

Of the precious metals, Mexico exported to the United States during the past two fiscal years as follows:

	1897.	1896.
Silver ¹	\$3,032,794	\$10,785,330
Gold	3,570,000	3,196,464

¹ Valued in gold.

The United States has advanced until it now controls nearly 54 per cent of Mexico's trade, but in view of these enormous purchases from her, by every principle of equitable exchange between neighbors, that percentage ought to run up from 54 to 75. And I believe with the silver problem solved, it will. We are her best customers. She ought to be our best customer.

TRADE OPENINGS.

Contracts for the building of sewerage and water works have been granted to United States capitalists by the great cities of Monterey and Guadalajara. These contracts call for the expenditure of millions

of dollars. There will be a consequent demand for many kinds of articles in the line of piping, excavating, plumbing, and such work, which American merchants can and should supply.

Other cities in the Republic are agitating similar improvements. There is scarcely a town of any size, not already so lighted, but has in contemplation the establishment of an electric-light plant. Many of the principal cities are also ripe for the introduction of electric railways. In enterprises like these, no country can underbid the United States. Only by our neglect can such opportunities be reaped by Europe. But England, France, and Germany are on the ground, alert and keen, and our merchants must be vigilant.

The bicycle trade with Mexico has trebled. Yet it is only in its infancy. The present era of cheap wheels ought to double next year's business. The move for better streets and roads (a move which comes with the bicycle everywhere) has reached this Republic and is bound to benefit the bicycle. Monterey, since the laying of a few miles of modern brick pavement, has taken to the wheel in a way that is bewildering. The same results can be counted on in every one of the chief cities.

As there is now not a single bicycle factory in the Republic (although a concession for one at the capital has been granted), it behooves our manufacturers in this line to press their goods with vigor.

MEXICAN TRADE POINTS.

Consider Mexico as you would a State in the Union. Seek trade here as you would at home.

Remember it is only a few hours' ride from you and has a population as large as that of Canada, New England, and all the Rocky Mountain and Pacific States and Territories combined.

Trade must be talked for in Spanish. As well send your goods with a deaf and dumb man as with one who is ignorant of the language of the country.

Circulars in English are so much waste paper. Circulars in Spanish are about as effective here as literature of the sort among ourselves. Trade goes with the tongue.

Nothing works so well here as a local agency. Competent Spanish-speaking agents are next in efficacy.

Every point of importance has an American consulate and more or less Spanish-speaking Americans, who are available as trade seekers.

Every route by rail into Mexico has its customs agent, whose business it is to give information as to duties and to facilitate the passing of goods through the Mexican custom-house. They are men of exceptional intelligence and experience, whom it is well for our merchants to consult.

Long credits are the rule in Mexico, and with established houses are entirely safe.

The Mercantile Agency under American auspices, referred to in my previous reports,* will soon be in thorough working order here and performing those functions so necessary to the safeguarding of trade.

JOSEPH G. DONNELLY,
Consul-General.

NUEVO LAREDO, *October 15, 1897.*

* Consular Reports, No. 201 (June, 1897), p. 329, and No. 205 (October, 1897), p. 302.

VERA CRUZ.*

GENERAL INFORMATION.

I have endeavored to investigate the reasons why certain commodities, of which a multitude of circumstances lead to the belief that the United States would be the natural source of supply to this country, are in preference purchased in Europe. From the information gathered, I can say authoritatively that the preference given to European products is not owing to superiority of the latter, either in quality or price. It is due to other causes of far less importance and of easier remedy; yet our manufacturers must understand that unless they abandon the system employed heretofore and come to the front and meet the special requirements and necessities of this market, hundreds of thousands of dollars' worth of orders will annually pass them and find their way to factories on the other side of the Atlantic.

One of the principal reasons given by the importers with whom I have come into contact for preference to European manufactures, is the greater care given in Europe to packing; and trivial as this may appear, I have found that the utmost importance is attached thereto. It is claimed that the loss through faulty packing of American goods is so great that it offsets the lower cost as compared with similar goods from Europe. I have also been informed that our manufacturers are very reluctant to deviate from standard sizes and style of packing; and while they may have very good reasons for their attitude, I will say that if they are to have the trade of this market, they must certainly meet the competition of their European rivals in this respect. Price and quality alone, it must be understood, are not the only factors; a fraction less in the cost of an article is frequently of secondary consideration, and the importer can well afford to pay a little more for his goods provided he can get them arranged in a manner to facilitate distribution to consumers, or with similar advantages.

It will be readily admitted that no article that does not meet every requisite of a market can compete with another that does. European manufacturers have understood the great importance of this, and give this country a much more careful study, I am sorry to say, than our own producers.

The systems employed are entirely different. It is a matter of everyday occurrence to find representatives of European firms who have been in the country two and more years making a complete study not only of the technical requirements in their respective lines, but of all other things which may contribute to ultimate success. On the other hand, our manufacturers send out a man who is expected to cover a vast territory in a very short time. He hurries from one town to another with no other apparent object than to fill the pages of his order book. This may be all right in Indiana, Maine, or Pennsylvania, but it will never do in Mexico, where the conditions are so vastly dissimilar from those in our own country; and even if the trip should prove successful, considering the amount of orders taken, if the goods arrive in bad condition, through defective packing, or if they are not exactly as ordered, or have been subjected to fines or higher duties because of noncompliance with instructions, not one customer in a hundred would repeat the order to the same firm, and in all probability, would favor a European house.

* In response to circular of August 10, 1897.

Parties doing business with Mexico should give particular attention to the Mexican tariff. A copy of it should be in the hands of every United States manufacturer and commission merchant; and on receipt of an order, due reference should be made thereto and goods packed and put up to meet its conditions. It is, of course, impossible to compass within the scope of this report even a short synopsis of the tariff. It must, however, be borne in mind that the ad valorem basis for taxation is entirely excluded. Duty is levied on the net, gross, or legal weight. The two first terms require no explanation; they are familiar to everyone. Not so, however, the term "legal weight," ignorance in regard to which has caused much unpleasantness between shippers abroad and importers here, as well as great loss to the latter. By "legal weight" is meant the weight of the merchandise, including the weight of all inner or intermediate packages or wrappers, with the sole exclusion of the extreme outside case. Fully 40 per cent of the commodities specified in the tariff are dutiable on this basis, and it will be at once apparent how important it is to use a great deal of discrimination in regard to packing. It applies to both solids and liquids.

Quite recently, a case was brought to my notice which will fully illustrate the foregoing. The importer even applied to me for assistance, stating that he had been ill used by the Government appraiser, who had made an arbitrary construction of the law, entailing an enormous loss to him; but on investigation of the facts, I found not only that the officials had acted in strict compliance with the regulations, but that there was not the slightest ground for an appeal to the Department. Several lots of highly dutiable fine laces and church goods, destined for different persons in distant parts of the country, were packed, with the object of facilitating distribution, in as many heavy wooden cases, sufficiently strong for transportation by rail to destination. Each contained the usual paper and fancy boxes, and all were packed in a large one. The consequence was that duty had to be paid on the gross weight of each individual package. The disastrous result may be easily imagined; 90 per cent of the total amount of duty was paid on the useless wood.

It must be also remembered that the production of a consular invoice is absolutely indispensable to make entry of goods at custom-house. It must be obtained at originating or shipping port before the sailing of the vessel. If not obtained, or if obtained after sailing of vessel, the goods incur a penalty of double duties, irrespective of the amount. The law is perfectly clear, and is invariably enforced.

I wish to call the attention of our manufacturers to the gross imposition of so-called Spanish translation in getting up catalogues and other advertising matter. Hundreds of thousands of dollars are actually thrown away in the United States annually in literature purported to be printed in Spanish. I have seen a large number of circulars, catalogues, etc., beautiful exponents of the printing and engraving arts, but utterly incomprehensible to the people whom they are meant to reach, and consequently valueless.

PRESENT TARIFF RATES.

The following clipping from a journal entitled the Two Republics is a clear statement of some of the principal tariff rates, with an

occasional comment on the effects of some of the items. It is evident that the writer means "drills" when he refers to miners' "chisels."

MEXICAN CUSTOM DUTIES.

[By Walter B. Scaife.]

EFFECT ON THE IRON AND STEEL INDUSTRY.

Coming now to some of the details which affect the iron and steel industry, iron ores, iron poles and crosses for telegraphs and telephones, iron and steel rails, and some other railroad materials are free, as well as anchors and chain cables for ships. Nails, tacks, screws, bolts, nuts, and rivets pay 10 cents (silver) on the legal kilo (2½ pounds). Bar steel pays in general 5 cents the net kilo; but from ¾-inch to 1½-inch pays only 1 cent the gross kilo, because these are the sizes used for mining chisels, and enter at this rate, whether in bars or already made into chisels and sharpened. Light hoop iron, with its rivets, pays also 1 cent the gross kilo. Angle and T iron pay \$2.50 per hundred gross kilo. Sheet iron and steel, not otherwise specified, and whether black, painted, or galvanized, are charged 4 cents the gross kilo. Tin plate is rated very differently according to its size, paying but 1 cent the gross kilo up to 40 by 55 centimeters (say 16 by 22 inches), and 7 cents if larger; and all articles, of whatever nature, manufactured from tin plate are taxed at the uniform rate of 20 cents per legal kilo. One cent per gross kilo is the duty on iron beams for roofs, provided they weigh at least 5 kilos per meter of length. The beams are here classified as being for roofs (*para techos*); but the word "roof" may be used figuratively in English for the whole house or edifice; and it is probably intended in this connection in the Spanish to include all heavy beams used in construction. Iron stoves, whether for cooking or heating purposes, render a payment of 5 cents the gross kilo.

OTHER INDUSTRIES.

Coal and coke are free; "impure" petroleum pays 3 cents a net kilo, and the refined 10 cents the legal kilo. This difference in rate has so far acted in favor of home industry that the Standard Oil Company was building a refinery just outside of Tampico when I was there in July. Fire brick are free, for up to the present time, it has been stated, no really first-class fire clay has been discovered in the country. Ordinary brick pays \$2.50 per thousand. Common window glass is charged at the rate of 6 cents the gross kilo, and common bottles 1 cent; mirrors are rated extremely high, according to size; and other objects of glass and china contribute proportionately high duties to the Government.

TARIFF CHARGES ADDITIONAL TO THE NATIONAL RATES.

1. A 2 per cent of the national tariff assessed against any article is added as a special tax, for the benefit of the port works or the improvements now being made.
2. A 7 per cent more for stamp duties.
3. A 1½ per cent more for municipal taxes.
4. In case the freight is left in the custom-house for fifteen days or more, a special charge is made for storage. None of these charges has any relation to the value of the goods proper; thus every trimmed, "unspecified" lady's hat pays a national import tax of \$1 lump sum. The above three taxes added to this, are calculated on the \$1 tax, and not on the value of the hat. Hence it is a total tax of \$1.10 in all.

LIGHTERAGE AND WHARFAGE CHARGES ON EXPORTS AND IMPORTS.

From wharf to ship or from ship to wharf, 75 cents per ton is charged (though coastwise traffic has a slightly different rate).

Also, at the wharf there is a further charge of 54 cents for loading or unloading each ton; but if the freight is in such form that one piece weighs 2½ tons, the rate per ton is \$2.22.

From the piers to any freight depot or any other part of the city the switching charge is 18 cents per ton.

The custom-house charges about 22 cents per ton for moving goods from the wharftside to the custom-house.

PORT DUES.

Steamers pay \$100 each way, entering or clearing this port. All sailing vessels pay \$25 each way.

IMPROVEMENTS IN VERA CRUZ HARBOR.

The shore line in front of the city of Vera Cruz has for a long time gradually receded by the deposition of sand in the harbor. A heavy stone wall is under construction and will cost \$22,000,000 gold. It will inclose the harbor within two very substantial stone and cement walls. A cross wall at the newly located shore line virtually extends the city limits seaward, materially altering the military holdings at the barracks here.

This work is progressing well under the present contractors, and will probably be completed in three or four years more. Until then, the lighters must be used for the larger vessels. From 1,000 to 1,500 men are engaged in the harbor works, and over 1,000 in the Panuelas quarry, obtaining stone for the jetty walls, piers, etc. While this contract is worked by an English firm, much of the machinery used is of United States manufacture, and many of the skilled artisans employed are Americans.

The custom-house has under process of construction a pier 50 meters (54.68 yards) wide and 150 meters (164.60 yards) long. It will accommodate three steamers at a time. The Mexican Railroad is building one large enough to handle five steamers at once. The Interoceanic Railroad also has a pier nearly complete of about the same size.

CHANGES IN TRANSPORTATION.

All the railroads touching at Vera Cruz are improving their service as to security of roadbed, rolling stock, etc. Accidents are rare, even in the mountain districts. The Alvarado Railroad, running south, now connects with boats on the rivers Papaloapam, San Juan, Alonso Lazaro, and Playa Vicente. These river boats reach the towns of Tuxtepec, San Jose, San Juan Evangelista, Sombrerete, Palo Herrado, and Tesechoacan, and all intermediate points between them and Alvarado, the present terminus of this road.

The Interoceanic Railway has recently established an express service over its lines, that operates under the name "The Interoceanic Express." Offices are maintained in the large cities, such as Mexico, Puebla, Jalapa, etc., where quick delivery is made of express matter, as in the large cities of the United States. This business is almost entirely in the hands of Americans. All steamers on arrival are met by an employee of this company, who relieves passengers of the inconvenience of seeing their baggage through the custom-house.

Schedule of time between Vera Cruz and the United States.

By rail:	Days.	By steamer:	Days.
To Laredo	3	To Galveston	3
To El Paso	3	To New Orleans	4
To Galveston	4	To New York City	10-12
To New York City	6		

These data are equally true for passengers and mails.

TELEGRAPHIC COMMUNICATIONS.

Between Vera Cruz and the United States, there are overland and submarine electric lines, the latter to Galveston, Tex., via Tampico.

The Federal Electric Telegraph connects with the United States via City of Mexico. However, this one will not render service to the public for United States points unless the submarine cable is interrupted, as the cable company has a concession giving it all foreign business.

CUSTOMARY MERCANTILE CREDITS.

Firms here receive from nine to twelve months' credit from shipment by English and other European shippers. United States houses should meet these rates if they wish to secure their share of trade here.

LICENSES FOR COMMERCIAL TRAVELERS.

These vary according to the plans of soliciting patronage, the class of goods handled, and locality involved. In Coatzacoalcas, \$100 pays for a year's license, good for any business in the entire State. In Vera Cruz, Canton, \$14.50 pays for the right to sell sewing machines for two months only. The schedule is varied, and can not well be condensed here.

COMMERCE.

Commerce between the United States and the port of Vera Cruz is increasing to a gratifying degree, though that with many other lands is decreasing markedly. Thus, while French imports have fallen off in two years about 30 per cent, and English about 19 per cent, and German 15 per cent, the American imports in Vera Cruz have increased about 5 per cent in the same time. While the combined imports of the aforesaid four countries in 1894-95 amounted to \$13,830,794, and shrank in two years to \$11,568,448, a decrease of about 14 per cent all told, those of the United States have increased from \$2,224,227 in 1894-95 to \$2,681,851 in 1896-97. Then, they represented about 15 per cent of the imports from all the world. Now, they are 19 per cent of the total.

Navigation and transportation at the Port of Vera Cruz for the fiscal year ending June 30, 1897.

ENTERED.

Flag.	From and to.	Steamers.		Sailing vessels.		Total.		Cargoes, in tons of 2,000 pounds. ¹
		No.	Tons.	No.	Tons.	No.	Tons.	
English.....	United States and England.	130	216,898	8	3,360	138	220,258	179,468
American.....	United States.....	55	121,456	40	12,899	95	134,355	45,602
Spanish.....	United States and Spain.	50	123,993	.....	.....	50	123,993	17,931
Norwegian.....	United States and Norway.	4	15,053	6	2,289	30	17,342	18,114
German.....	United States and Germany.	25	37,409	.....	.....	25	37,409	22,973
French.....	United States and France.	12	24,081	.....	.....	12	24,081	16,103
Mexican (foreign) ..	United States.....	10	6,349	1	348	11	6,697	2,141
Total.....	.....	306	545,290	55	18,923	361	564,225	302,332

¹ Net weights, i. e., exclusive of cases, packing, etc.

Navigation and transportation at the Port of Vera Cruz, etc.—Continued.
CLEARED.

Flag.	From and to.	Steamers.		Sailing ves- sels.		Total.		Cargoes, in tons of 2,000 pounds. ¹
		No.	Tons.	No.	Tons.	No.	Tons.	
English.....	United States and England.	134	219,763	5	1,622	139	221,385	7,854
American.....	United States.....	56	126,309	39	12,409	95	138,718	17,683
Spanish.....	United States and Spain.	50	104,610	.....	.....	50	104,610	5,138
Norwegian.....	United States and Norway.	22	15,254	7	2,868	29	18,122	99
German.....	United States and Germany.	25	37,469	1	729	26	38,198	6,093
French.....	United States and France.	12	28,295	.....	.....	12	28,295	4,075
Mexican (foreign) ..	United States.....	3	1,072	.....	.....	3	1,072	.....
Total.....	.....	302	532,772	52	17,623	354	550,400	40,942

¹ Net weights, i. e., exclusive of cases, packing, etc.

Fifteen Mexican steamers, with 3,956 tons, and 43 sailing vessels, with 8,096 tons (total, 58 vessels and 10,052 tonnage), made 195 voyages to and fro, handling 25,579 tons gross.

A comparative résumé of the imports at the port of Vera Cruz for the three fiscal years ending June 30, 1897. Compared by classes of goods imported, and year by year.

Classes of goods received.	July, 1894, to June, 1895.	July, 1895, to June, 1896.	July, 1896, to June, 1897.
Animal substances.....	\$1,001,412	\$903,085	\$833,980
Vegetable products.....	1,730,757	1,229,358	1,804,378
Mineral products.....	2,060,121	2,669,989	2,566,563
Cloth and cloth goods.....	5,591,823	5,180,235	4,218,140
Chemical and pharmaceutical goods.....	627,286	598,744	436,923
Spirituous and malt liquors.....	1,402,784	1,358,846	1,285,799
Paper and its manufactured goods.....	951,552	884,564	826,080
Machinery and apparatus.....	1,393,997	1,665,553	1,432,371
Vehicles.....	80,587	78,734	95,313
Arms and explosives.....	198,032	251,971	180,548
Other articles not classified above.....	459,495	404,261	398,127
Total.....	16,125,879	15,296,340	14,038,231

Travelers and immigrants entering Vera Cruz for the fiscal year ended June 30, 1897.

[Limited to foreign vessels arriving here.]

Nationality.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Mexican.....	383	263	380	284	1,300
Spanish.....	953	¹ 1,800	1,437	1,539	5,529
American.....	59	131	² 366	134	690
English.....	66	114	41	93	690
German.....	35	88	49	56	223
French.....	59	¹ 274	90	84	497
Italian.....	20	54	11	43	118
Turks.....	29	39	58	37	163
Austrian.....	2	3	1	.....	6
Chinese.....	11	13	9	10	³ 43
Peruvian.....	2	2	2	2	8
Chilian.....	4	7	2	4	17
Guatemalan.....	.....	2	.....	.....	2
Norwegian.....	1	1	1	3	6
Greek.....	1	.....	1	.....	2
Belgian.....	6	1	3	.....	10
Russian.....	2	4	.....	1	7
Total.....	1,583	2,759	2,408	2,090	8,835

¹ This is not all immigration. These three months bring a sporting element from Spain and France, which returns home later in the European watering season.

² Americans find Mexico a convenient winter resort. Its table lands will prove the best summer resort on the continent when properly supplied with American hotels.

³ Many Chinese restaurants cater to American tourists. They are reputed to train raw Chinese in English for the United States later.

Inland traffic (domestic) from and to Vera Cruz for the fiscal year ending June, 30, 1897.

Railroad lines.	Into Vera Cruz from inland points.		Out of Vera Cruz to inland points.		Total inland traffic.	
	Kilos.	Tons.	Kilos.	Tons.	Kilos.	Tons.
Mexican Railroad.....	326, 182, 120	366, 954	133, 550, 650	150, 243	459, 732, 770	517, 197
Interoceanic Railroad.....	30, 711, 720	34, 550	51, 001, 330	57, 378	81, 713, 050	91, 928
Alvarado Railroad.....	8, 704, 040	10, 964	3, 905, 616	4, 304	13, 609, 656	15, 378
Total	366, 657, 880	412, 468	188, 457, 596	212, 013	555, 115, 476	624, 501

UNITED STATES AGRICULTURAL MACHINERY IN MEXICO.

The Mexican ranch does not absorb American agricultural machinery for several reasons:

1. The extreme, habitual conservatism of the majority of the people is against any change in current methods.

2. They fear that a labor-saving machine will leave a hand laborer without work and without food. They can not understand the increased production of the soil under better cultivation, or the more extensive employment of the laborer in new directions, after a general introduction of machinery.

The would-be progressive farmer has a constant drawback in the willful destruction or removal of essential parts of his machinery by the farm laborers, jealous of their supposed rival. This condition must be changed by demonstration on experimental farms, and bright, progressive young men must be taught a skilled use of farm machinery. This is being done now on a limited scale by American colonizing companies, to whom the Mexican Government grants special concessions in the way of free import duties on machinery, farm and garden seeds, etc. A systematic cooperation on the part of the United States manufacturers of farm and dairy machinery would accelerate this educative process, if it is possible to secure their cooperation.

UNITED STATES LUMBER, FURNITURE, BOATS, ETC.

It is very evident that a properly conducted emporium of American furniture would be well patronized here. American woods are well adapted to this climate. Owing to the extremes of the dry, hot season and the rainy season, cabinets, desks, bureaus, etc., which contain doors, drawers, and other sliding parts, should be fitted together dry, but with sufficient latitude to allow for expansion after absorbing moisture. Besides, where nails, screws, etc. (or any metal whatsoever), are used in the construction of furniture, brass should be employed in preference to iron or steel, as oxidation of the iron soon ruins that metal in this climate. Amalgamated nails are better than iron or steel ones. American lumber meets with ready sale here if of the first class. None other ought to be sent so long a distance, as its cost of transportation is out of proportion to its value.

American-built skiffs and small boats are at a premium here on account of their substantial construction, durability, and practical utility, their capacity and elegant appearance not interfering with their speed and the ease of their propulsion through the water. Here also the amalgamated or brass fastenings, nails, etc., have won laurels.

VEGETABLE OILS.

The manufacture of castor oil and the essential oils of calendula and many other native plants will afford a favorable field for investment in many parts of Mexico.

ORNAMENTAL WINDOW GRATINGS.

Ornamental window gratings ought to be pushed in this country, where windows are universally barred, though yard fences are rare. The gratings now used are all hand forged, and are not always neat or perfect, or even artistic.

NEED OF FUEL SAVERS.

Machinery which uses steam as a motor source is unduly expensive in Mexico, on account of the scarcity of coal and wood to be used as fuel. Hence there should be a good demand for fuel-saving devices, the gain from which would in a short while amount to far more than the first cost and operation.

UNITED STATES SHOES AND LEATHER.

In this district, American shoes and leather are at par. A German firm handles the shoes here very successfully.

WM. W. CANADA, *Consul.*

VERA CRUZ, *October 18, 1897.*

ACAPULCO.

Replying to circular of August 10, 1897, I have the honor to submit the following statement of the commerce and general industries of this consular district for the calendar year 1896, and as accurate a statement as can be obtained for the six months ending June 30, 1897:

IMPORTS IN 1896.

Total value of imports into Acapulco in 1896.

United States	\$47,358
England	81,975
Germany	82,294
France	22,373
All other countries	9,539
Total	193,539

EXPORTS IN 1896.

Total value of exports from Acapulco for the year.

	Mexican currency.	United States cur- rency.
United States	\$91,364	\$48,879
All other countries	22,464	12,018
Total	113,828	60,897

IMPORTS, SIX MONTHS, 1897.

Total value of imports for Acapulco for the six months ending June 30, 1897.

United States	\$22, 438
England	19, 650
Germany	23, 958
All other countries	39, 085
Total	105, 181

EXPORTS, SIX MONTHS, 1897.

Total value of exports from Acapulco for the six months ending June 30, 1897.

	Mexican currency.	United States cur- rency.
United States	\$57, 699	\$29, 484
All other countries	6, 909	3, 530
Total	64, 608	33, 014

Total value of imports from the United States for the year 1895 was \$58,259. Value of exports to the United States for 1895 was \$40,856 (\$20,673 United States currency).

AMERICAN VERSUS EUROPEAN TRADE.

There has been but little change in the volume of business between the United States and this section, for the merchants are not sending representatives here to ascertain what the people want and how they want it; and until that is done the tide of trade will not be turned, but will go on as it has for more than a century.

England and Germany are sending commercial travelers here constantly to investigate these things, and they spare no pains to satisfy the special demands of the trade here.

There is a line of steamers making weekly trips between San Francisco and Panama, which offers every facility to compete with European countries. United States firms have the advantage of being many thousand miles nearer; and if they will only work for the trade here as they do at home, there will be no question of their getting it.

PACKING FOR EXPORT.

Defective packing is one of the chief complaints of the merchants in this section. There are no railroads or wagon roads from here to the interior towns, but all goods are carried by means of pack mules through narrow mountain passes, and if not prepared exactly as ordered, they must be repacked here, which causes a great deal of trouble and dissatisfaction. It is difficult to understand the situation until representatives are sent here to examine conditions in detail.

COTTON.

The chief industry of the State is the cultivation of cotton, the greater part of which is exported to Tepec and Mazatlan, in Mexico. At the same time, there is home consumption, there being two small cotton factories in the State, one containing 100 looms and the latter about 30 ft for work. This factory is old and needs repair. They

manufacture "manta," or coarse cotton cloth, used by the laboring classes for wearing apparel. The retail price is 12 cents (Mexican) per yard.

The price of cotton in the seed is 60 cents an "arroba" (25 pounds) or \$2 to \$2.40 the "quintal" (100 pounds), according to the district and competition among buyers. Upon delivering cotton to be ginned, the usual 33½ per cent of weight delivered is returned to the farmer in lint cotton. The price is from \$1 to \$2 the quintal. Those who raise cotton are generally renters and very poor, and dispose of their cotton at the gin for what they can get.

The cotton industry seems to present a good opening for foreign capital in this district, as labor is cheap, water supply abundant, and the climate favorable.

The cotton crop for this immediate section amounted to 42,000 quintals (100 pounds), ginned, the past year.

The cotton is put up into bales of 150 pounds each, and sent to the port of shipment by means of mules and burros. They carry two bales each and can move the entire crop in a remarkably short time.

SOAP FACTORIES.

This is a young and growing industry in the district. As there is always a demand for this article, its manufacture is profitable. There are three factories in the State of Guerrero, but only one capable of an output of 50 tons a week, and that one is located in Acapulco. The oil used is extracted from cotton seed, cocoa nut and "coquita," which is a small palm nut growing all along this coast.

COFFEE.

The coffee industry is still in its infancy, and at present, its cultivation is confined entirely to natives. There are some few "fincas" recently planted, about 20 leagues northwest of here, which are doing well.

This State has all the conditions that favor the cultivation of this plant, and has one very important advantage over other sections, i. e. abundant labor. The production is not yet sufficient to supply the home market.

FRUITS.

The only fruit shipped from here of any consequence consists of limes, which are sent by every steamer to San Francisco. The shipment of limes for the past year amounted to \$22,295 (\$11,927), and for 1895 to \$30,152 (\$15,256), which shows a decrease which may be explained by the increasing lemon industry in California.

MAT MAKING.

The mat (petates de palma) industry prevails extensively in the interior.

The material out of which the mats are made is palm, and the operation is wholly by hand. The price at the maker's is 6 cents apiece, usual size being 3 by 6. The mats are used chiefly for baling cotton.

SUGAR CANE.

Sugar cane is very extensively cultivated both near the coast and in the interior of the State. The product is generally used here, and is known by the name of "panoche." The machinery used is almost

without exception of United States manufacture. There are no refineries in the State, and if such a business were established, it might prove highly satisfactory to owners.

WAGES.

Laborers, per day	\$0.50 to \$0.75
Domestic servants, per month	*3.00 to 5.00
Mechanics, per day	1.50 to 2.00
Clerks in stores, per month	*25.00 to 30.00
Factory operatives, per day .....	.25 to .50
Bookkeepers, per month	75.00 to 100.00

NAVIGATION.

During the year 1896, there arrived at this port 88 American steamers and 2 sailing vessels, and during the same period 5 British steamers and 3 sailing vessels.

TRANSPORTATION.

Communication with the United States is frequent. Pacific Mail steamers touch here every ten days, bound north to San Francisco, and south, via Panama, to New York.

There is a line of small steamers under the Mexican flag plying between Guaymas and San Benito, on the Mexican coast, and as they touch all ports, it has facilitated shipping and undoubtedly will encourage new industries. Communication from here to the interior is carried on by mules, as there are no railroads or wagon roads. The narrow mountain trails are extremely rough, and 40 miles is a good day's travel.

It is 120 miles from here to Chilpaneingo, the capital of the State, and 280 miles to the City of Mexico, overland, and the weary pilgrims say that they are the longest and hardest miles that mortal ever traveled.

There is a daily mail from Mexico City to Acapulco, and the bulk comes over this route. It takes from four to six days to make the trip, but the service is well equipped with animals and has relays every 50 miles. The mail service is very good, considering the difficulties that have to be overcome on star routes through this country, especially during the rainy season.

BANKS.

There are no banks here, and it is a mystery how the business is transacted; but it is apparent that the merchants labor under great difficulties, for they can not buy exchange here, but have to send to Mexico City for it.

COMMERCIAL CREDITS.

Accounts with the States are running, with monthly settlements or from sixty to ninety days. In trade with Europe and England, credit from three to six months is given.

CURRENCY.

The gold dollar is the standard of value. Exchange here has ranged from 190 to 250 within the past year, with almost daily fluctuations.

This has caused a partial suspension of business transactions with foreign countries, as they are waiting for more favorable conditions.

* Including board.

HANDLING FREIGHT.

All vessels that come into port anchor off shore a distance of from 400 or 500 yards, as there are no wharfs or docks here, and freight is loaded into lighters put alongside and disembarked on the beach adjoining the custom-house storeroom. This work is done by "cargadors," who work in the water up to their necks, often getting freight wet. The damage is not paid for by the lighter company, the loss being on the consignee.

There is no place that needs wharfs and docks more than Acapulco, and certainly no port that offers better advantages for building. If a concession could be obtained from the Government, and I think it would encourage such an enterprise in every way possible, it would be a paying investment.

The present way of handling freight and coal is out of date, and is too slow for this progressive country, that is inviting and encouraging every modern improvement.

MINES AND MINING.

The indications are that this State is rich in minerals, but there has been but little mining carried on in Guerrero as yet. Prospectors have not explored the country to any extent, although there have been more here during the past year than usual, and they were generally encouraged with the indications of gold and silver. The nearest silver mine is near La Union, 150 miles northwest. It is being worked on a small scale. Some mining is done in the northern part of the State, but it remains an experiment.

TELEGRAPHS.

There are three lines of telegraph out of Acapulco, one to the City of Mexico, one on the north coast to Guaymas, and one on the south coast to Tehuantepec, which is to be extended to Guatamala at an early date.

RAILROADS.

The Mexico, Cuernava and Acapulco road is under construction, and at the present time, about 3,000 men are working between Tres Marias and Iguala, in the State of Guerrero. This road should be completed to Acapulco within five years. It will traverse a country of vast natural resources. The great variety of soil and climate embraced in its territory adapts it to the growth of corn, cotton, rice, tobacco, sugar cane, coffee, indigo, rubber, and all tropical fruits. It will prove a valuable enterprise for this Republic. This road is being built by United States capital.

EDGAR BATTLE, *Consul.*

ACAPULCO, *October 13, 1897.*

CHIHUAHUA.*

The past two years have been very prosperous in Chihuahua, giving impulse to all commercial transactions and showing a very perceptible increase in industrial pursuits, greater, perhaps, than any other period in the history of the State.

POPULATION.

The population of the State of Chihuahua is 280,000. Of this number, 80,000 are Tarahumara Indians, a peaceful tribe that lives in the mountains west of the city of Chihuahua. The population of the city of Chihuahua, the capital of the State, is 18,500 (census of 1896). The Americans number about 300; Europeans, 200.

IMPORTS.

Imports consist of assorted merchandise, hardware, mining machinery, mining supplies, wines, liquors, and lumber. There is no way of obtaining the amount and value of imports.

EXPORTS.

The exports are principally gold and silver bullion, silver and lead bullion, sulphides of silver, ores containing gold, silver, lead, and copper, cattle, sheep, and hides. During the last six months of 1896 and the first six months of 1897, there was sent to the United States as follows:

Articles.	Value, United States currency.
Animals, live:	
Cattle.....	\$123,701.50
Sheep.....	4,635.11
Bullion (mixed):	
Gold.....	487,885.24
Silver.....	477,297.88
Lead.....	840.80
Hides (dry).....	41,814.50
Ores containing, gold, silver, lead, and copper.....	1,225,588.22
Sulphides of silver.....	100,141.68
Total.....	2,478,105.03
Shipment of Mexican silver dollars to China via San Francisco, Cal.....	878,833.00
Shipments of silver bullion to Mexican mints, Mexican currency.....	950,000.00
Ores shipped to Mexican smelters outside the consulate, Mexican currency.....	1,180,845.11
Total.....	3,009,678.11

MERCANTILE BUSINESS.

The mercantile business in this consulate is in the hands of the Germans and French. As a rule, the houses here are branches of European firms which are represented in the different cities of Mexico

UNITED STATES INTERESTS.

Twenty-five per cent of all American capital employed here is invested in the various mining enterprises, it being estimated that \$90,000,000 represents the American capital invested in mining in the consular district of Chihuahua. There are quite a number of Americans engaged in stock raising, which, next to mining, offers the best field for foreign as well as native capital, there being a ready market at all times for cattle.

MINERAL RESOURCES.

The general opinion of all mining engineers and experts who have visited and become acquainted with the mineral resources of Chihuahua is that when the country is properly prospected and developed,

it will prove one of the greatest mineral-producing regions in the world. As yet, mining is in its infancy in this portion of Mexico. It is only the very richest mines that are now being worked. Copper and lead mines are only worked to a limited extent, owing to the lack of transportation facilities, but with the completion of the several lines of proposed railroad, two of which are now in progress of construction from Chihuahua, a new and wonderful mining country will be opened up.

AGRICULTURE.

The great staples of Mexico are corn and beans, and for the past two years, Chihuahua has had abundant crops, but this year, the reports from all sections of the State indicate an enormous harvest. The rainy season as a rule begins about June 27, but this year the rain began May 15 and has been greater than any previous year for the past thirty years. There is no way of estimating the amount or value of crops.

FLOUR MILLS.

Flour mills equipped with modern American machinery have proved such a profitable investment that to-day every town of any size has a steam flour mill that produces a fine grade of patent flour.

PUBLIC INSTRUCTION.

Public instruction is making great progress in this country, and especially in this State. The present governor has done much to put the public schools of this State on a solid basis, and no other matter has received as much care and attention from him. As a result, we find the schoolhouses the best buildings in the city, well fitted up with all modern improvements in school appliances and with furniture from the United States. They have trained instructors, and from the kindergarten to the high school, the same efficiency is apparent. In all public schools above the grammar grade, English and French are taught in addition to Spanish. The city can boast of three public schools for boys, two for girls, a high school, a young ladies' industrial school where stenography, typewriting, telegraphy, lace and drawn work are taught, and a manual-training school. The total school membership is 3,000—1,600 male and 1,400 female pupils. Attendance is compulsory, and this law is enforced with great rigor. There is absolutely no expense to the pupils of the public schools, tuition, books, etc., being free.

PUBLIC IMPROVEMENTS.

During the past year, the State has built a magnificent hospital, which was dedicated with appropriate ceremonies September 15 of this year. There will be no charge for admission or attendance.

An excellent waterworks system, supplying water to every house from a spring 3 miles from the city, has also been completed. A fine sewerage system, 10 miles in length, is nearly finished.

The city has within the past year completed a beautiful public square or plaza in the center of the city, which is ornamented with an elaborate and magnificent kiosk made in Paris, exceptionally fine in all details of workmanship, and surrounded by eight bronze statues, all in thorough harmony with the kiosk. The regimental bands give concerts here three evenings of the week during the entire year.

An electric-light plant was installed in the city September 16, 1897. The city has just closed a contract for the curbing and macadamizing of all the principal streets.

NEW INDUSTRIES ESTABLISHED.

A brewery with a capacity of 25,000 barrels of beer per year has been established and put its beer on the market. The success has been far greater than was anticipated. Up to date, they have been unable to supply the demand. This company also supplies the city and vicinity with ice.

The Concordia Woolen Mill has just doubled its machinery and output, and is still behind in filling orders. The merchants composing this company have recently erected a large cotton mill at Santa Rosalia, just south of this city, and will turn out prints, sheetings, drillings, etc. This will beyond a doubt prove a very profitable investment. The machinery, strange to say, has all been purchased in England and Germany.

The La Paz clothing factory, the first of its kind in Mexico, employs 300 hands, with power machines, and since putting the goods upon the market has been unable to meet orders, being to-day three months behind. The owners are at present erecting a new factory that will accommodate 500 hands. They make shirts, overalls, jumpers, pants, etc. Two other factories have been established in the same line of goods, and all are doing good business.

A large beet-sugar plant is about to be erected in this city. Experiments fully demonstrate that the soil here is exceptionally well adapted to the culture of sugar beets.

NEW RAILROADS.

Within the past year, there have been four concessions for railroads granted in this State. The first is from Paso del Norte. The Rio Grande and Pacific Railroad has just completed 155 miles of road from Juarez to Casas Grandes, with trains running regularly between those two points. This company proposes extending to Guerrero, in this State, and thence west to the Pacific. The second is from the city of Chihuahua west to the Pacific coast in the State of Sinaloa. The third is from Presidio del Norte, on the eastern boundary of the State, opposite Brewster County, Tex., west via Chihuahua to the Pacific. The fourth is from Jimenez (149 miles south of this city on the Mexican Central Railroad) west 50 miles to Parral.

DECREASE OF IMPORTS.

The greatest falling off in imports has been in all kinds of cotton textiles, due to the establishment in Mexico within the past two years of cotton mills. There has also been a great decrease in imports of blankets and other woolen fabrics, and a complete exclusion of American beer and ice. United States enameled cooking and household utensils are giving way to those of German make. The German-made articles are of lighter weight, and consequently pay a lower rate of duty, which is assessed according to weight, thus enabling the merchants handling the German ware to undersell the American article. The same is true of corrugated sheet iron. Some manufacturers seem

to think that there is a discriminating duty favoring the Europeans, but such is not the case. German cutlery has taken the place of the English and American. German and French perfumes and fancy toilet soaps can be sold with a 50 per cent profit at the cost price of these articles from the United States. German and French collars and cuffs and German pianos also have the market. Typewriting machines are becoming popular.

BICYCLES.

Bicycles, after the streets are put in better condition, may become more popular with the masculine portion of the community, but not with the feminine. Mexican custom does not admit of any lady appearing in public except attended by a chaperone, and as the dueñas are usually in the sere and yellow autumn of life, there is little danger of any century runs, etc., by the dark-eyed señoritas of Latin America.

THE CHIHUAHUA DOG.

This report would not be complete were I to omit reference to the Chihuahua dog. The many foreigners who visit our beautiful city often purchase a Chihuahua dog, but he should be bought when he is about 2 weeks old. After two months, he is generally as large as a Great Dane. The price usually asked of foreigners is all the way from \$15 to \$40, but if the vendor can do no better, he will part with the prize for 25 cents. The average Chihuahua dog is of a mongrel breed, and no family is without its full quota, all sizes and degrees, usually mustering seven to each household. Even the beggars have their half dozen, to keep the wolf from the door. They are the most useless and best-natured animals in existence, but are loved by their owners. A tax on dogs would, I am sure, entail serious results in the body politic, and might cause a revolution. You may abuse a Mexican, but his dog, never.

LABOR.

It is true that poverty is everywhere in Mexico, intense poverty; but there is no misery as we understand the term. The Mexican workingman is a happy and contented being, with no thought of the morrow. He lives in to-day, and allows to-morrow to care for itself. During my residence in Mexico, I have never seen an able-bodied Mexican beg.

While there are no labor organizations to menace or abridge the reasonable demands of capital, and the Mexican laborer is a patient, docile fellow, he will permit no harsh treatment, and will quickly resent any interference with what he may consider his rights.

The laborer in Mexico works on an average but two hundred days in the year, the balance of the time being spent in celebrating. He will celebrate his own saint's day and those of his family and friends as a sacred duty, and nothing can induce him to work during a fiesta or holiday. It would be a great sacrilege and entail ill fortune for him and family. Sunday is the day to make his purchases, and Sunday afternoon, no well-regulated workingman will dream of absenting himself from the bull fight in the Plaza de Toros.

During the past year, labor was not to be had in Chihuahua, and it

became necessary to bring large numbers of workmen from the southern part of the Republic. I am informed that the farmers experienced great difficulty in getting the required number of men to take care of crops, etc. The wage of the laborer is very low in comparison with that paid for the same character of work in the United States; but when a day's labor in Mexico will provide the laborer and his family with the necessaries of life for a week, the money value is of small matter to him. It is simply the purchasing power of his labor that is the consideration. The worker in Klondike, for example, with his wages of \$15 per day, where he must expend \$14 to sustain life, can not purchase as much with his labor as the Mexican.

The inflexible law of economics is that the cost of existence is the limit of price paid the laborer in all lands; and if the Mexican laborer can have all the necessaries of life and a few of the luxuries in return for his labor, his physical condition and existence will compare favorably with his brother worker in most countries.

HOW TO EXTEND UNITED STATES TRADE.

American merchants are slow to grasp the real manner of doing business with Mexico, and fail to appreciate the fact that they must adapt their wares and methods to the needs and requirements of the people whose trade they desire, instead of trying to impose American business methods upon them.

They must adopt the ways of the German and French, who now control the trade, viz, employ trained commercial travelers, men who speak fluently the Spanish language, who have a thorough knowledge of the customs, habits, and mode of doing business of the country; who are courteous and painstaking and capable of ascertaining and of satisfying all the peculiarities of the market. Branch houses or depots must be established to facilitate the distribution of goods.

R. M. BURKE, *Consul.*

CHIHUAHUA, *September 20, 1897.*

LA PAZ.*

For the last few years, a very marked decline has been noticeable in the trade and industries of this district, and as a natural consequence, it has become considerably depopulated. Previously, the silver mines in operation were in a flourishing condition. The orchilla weed, a moss used for dyeing, which grows abundantly on the west coast of the peninsula, was an excellent resource, and the pearl fisheries on the east coast were also remunerative. These items, combined with the cattle industry and some sugar cane raised where irrigation has been practicable, have been the mainstay of this country. Unfortunately, however, the mines have not prospered. The dyes extracted from the orchilla have been almost entirely supplanted by anilines and other substances, and the pearl-oyster beds have become almost depleted for the lack of a systematic method in carrying on the fisheries, or by the failure to suspend operations during the season for spawning. By examination of the records in this office, the following

*In response to circular of August 10. 1897.

figures demonstrate the decline in the last fiscal year, as compared with the previous one, of the imports and exports between this port and the United States:

Year.	Imports.	Exports.	
		Mexican currency.	United States currency.
1896.....	\$81,823	\$835,539	\$443,71
1897.....	58,249	490,889	256,734
Decrease.....	28,574	344,650	186,937

NOTE.—Imports are calculated at par. The exports have been reduced to United States currency, taking \$0.531 as the average value of the Mexican dollar in 1896 and \$0.523 in 1897.

The isolated condition of this peninsula has in a measure retarded its development, and while it has natural resources, consisting principally of minerals, both gold and silver, and soil that can produce, by irrigation, a great many varieties of fruits, cereals, sugar cane, coffee, etc., these have not as yet been developed to any extent.

No experiments with artesian wells have been made, but should they prove successful, there would be no doubt of the productiveness of the soil. The mineral ledges have not been prospected to any extent, and in the development of these resources, lies the only hope for the future advancement of this Territory.

About 180 miles north of this port, the Santa Rosalia copper mines are situated. The Boleo Company, controlled by a French syndicate, is operating these mines, and while the ore is seemingly of a low grade, it has been worked to a considerable profit, owing to its abundance and to the advantage of cheap labor. The production of copper is about 800 to 1,000 tons per month, which is exported regularly by sailing vessels to Europe.

This company employs about 3,000 men, and the average wages paid them are from \$1 to \$1.25 in Mexican silver, this, of course, being nominal, as their earnings are mostly paid in provisions, etc.

The machinery used in this large plant is worked by electricity, and this as well as most of the mining supplies, is imported from Europe, only lumber and some groceries coming from California.

The condition of the above company is without doubt quite prosperous, and this fact to some extent corroborates the previous statement that, with enterprise and capital, the resources within this district could be developed to advantage.

JAS. VIOSCA, *Vice-Consul*.

LA PAZ, *September 6, 1897.*

MAZATLAN.

In pursuance to instructions embodied in the circular of August 10, 1897, I have the honor to transmit herewith a report on the commerce and industries of this consular district, together with such extra data as I think may be of importance.

TRADE WITH THE UNITED STATES.

The trade relations existing between Mexico and the United States and the possibilities of further development to the great advantage

of both nations, and especially to that of the United States, should receive our immediate attention and earnest study.

Even with the great inflow of foreign capital, Mexico is as yet a virgin country, with its arms extended to receive our capitalist, courteously inviting him to settle upon her territory, offering him great concessions and subsidies, and encouraging guaranties.

Railroads, all kinds of factories, lighting enterprises, and farming would be profitable investments.

In our commercial relations with Mexico, we must imitate European methods. If we desire to control her foreign trade, we must first accommodate ourselves to the ways of the people, and when they have become accustomed to our merchandise and find our markets indispensable, we can gradually mold them into our manner of transacting business.

Commerce here deals very extensively with the surrounding districts, and in these transactions, six to twelve months' credit is required. Sales aggregate between \$1,000,000 and \$2,000,000 a year for each of the large firms, and as their local sales are not much inferior, each firm has a stock of three to four millions a year. But they in turn demand the same advantages from the manufacturers, i. e., twelve months' credit. This is only asked in order to have ample time to collect and remit. In fact, the credit allowed the houses here by the European firms converts them into commission houses, with the arrangement that what is not sold within a year must be accepted by the consignee, and what they sell and obtain over and above invoice price constitutes their commission.

Should this system be adopted by our country, the many shiploads of merchandise that arrive here yearly from Europe would come from the United States, and the goods would arrive within two months after the vessels leave New York, via Panama, or within two weeks after leaving New York via San Francisco, whereas all the large shipments from Europe come via Cape Horn, taking at least eight months on the voyage, and being out of fashion by the time they arrive here.

But our merchants will not adopt this way of doing business.

I know of a responsible house here which has purchased over \$20,000, cash, worth of machinery and electrical goods within a year's time from the San Francisco office of what is supposed to be the largest electrical manufacturing company in the United States. The firm here required some more machinery, the bill amounting to \$3,000. As Mexican dollars had depreciated so much, being scarcely worth 40 cents each, the Mazatlan firm asked to be allowed to pay one-third cash, one-third at thirty days, and one-third at sixty days, hoping that by thus doing it would have an opportunity to obtain a better price for its currency and not sustain such a heavy loss. The firm in San Francisco refused to accept, although it has the best of references in regard to the house wishing to purchase. Consequently, no transaction was effected.

I very often receive catalogues and circulars from merchants in the United States who seem to be anxious to introduce their goods into this country. I immediately call on the managers of the large firms and try to interest them to take the goods. They write to the manufacturers, asking them to send a small consignment on trial or to have them act as agents, but instead of granting either, the manufacturers answer that they do business only on the cash basis; consequently, no arrangements are made.

The following list will give you an idea of the business transacted here in one year. I will only quote a few names and give their declared sales, on which they pay their federal stamp tax of 3 cents on every \$5 or fraction that is sold and 2.60 per cent on total amount of the sales to the State. This latter tax is to reimburse the loss sustained by the State by the abolishment of the tollhouses. I feel confident that 50 per cent added to the declared sales would obtain the true results:

Wöheler Bartning & Co	*\$1,265,000
Melchers Sucesores	1,096,900
Hernandez, Mendia Sucesores	907,500
Elorza, Lejarza & Co	660,000
Marcelino Herrerias	610,000
Antonio de la Pena	495,000
Francisco Echeguren Hms. y Sobs	468,000
Somellera Hms	440,000
Goldschmidt Sucesores	440,000
Fundicion de Sinaloa	250,000
J. C. Charpantier & Co	220,000
Heyman Sucesores	200,000
Haas & Co	190,000
Waters Pierce Oil Company	120,000
Thomalen & Co	100,000
Felton Hermanos	100,000
Antonio Diaz de Leon	100,000

The above figures represent what they sell here in Mazatlan. I must furthermore add that all those firms have branch houses in the surrounding districts, such as Culican, Rosario, and at different mines. What they sell through their branch houses must be declared in the district where the sale is transacted. It can be safely assumed that they sell in all the other districts combined as much as they sell here.

All told, there are 77 firms here, which sell from \$5,000 up and have declared \$9,176,860, or an average of \$119,180 per firm. The amount of trade may be estimated as follows:

Total declared sales by firms selling \$5,000 and more	\$9,176,860
An average of 50 per cent not declared	4,588,430
Probable sales in other districts	13,765,290
Sales of 161 small concerns whose sales are not less than \$600 or more than \$5,000	410,500
Fifty per cent probably not declared	205,250
Total business transacted by the firms	28,146,330

Of this amount, 50 per cent of the merchandise is of European origin, 30 per cent is of Mexican origin, and 20 per cent is of United States origin.

AGRICULTURE.

I have been unable to obtain the exact data of the whole State of Sinaloa. The following will give an idea, however, of what has been produced in the district of Mazatlan during the fiscal year ending June 30, 1897. I can not vouch for the correctness of the figures, as

* Probably Mexican currency.

no statistics are kept. The figures given have been obtained by diligent investigation.

Article.	Quantity.	Value. ¹	Article.	Quantity.	Value. ¹
Corn	liters. 10,064,426	\$221,648	Tobacco	kilos. 21,000	\$3,400
Beans	do. 24,796	2,400	Hay (zacate de Para)	96,000	2,400
Chick-peas	dc. 9,581	500	Vegetables	2,400,000	32,000
Potatoes	d. 570,000	2,860	Lemons	750,000	10,000
Sweet potatoes	87,000	17,740	Oranges	120,000	4,800
Green pepper	liters. 110,000	2,400	Bananas	90,000	8,000
Peanuts	do. 11,000	320	Mangoes	300,000	10,000
Cocoanuts	do. 130,000	6,500	Other products	900,000	12,000
Castor seed	do. 81,800	5,400	Fine woods	168,000	7,000
Sugar cane	do. 1,890,000	67,500	Common woods	480,000	10,000
Raw sugar (panocha) kilos.	734,400	91,800	Firewood	cords. 18,000	90,000
Honey	do. 300	63	Charcoal	kilos. 36,000	36,000
Mezeal	barrels. 440	5,280			
Cotton	kilos. 39,000	3,900			
Tan bark	do. 300,000	2,000	Total amount produced		634,901

¹Probably expressed in Mexican currency, valued by the United States Treasury during 1896-97 at an average of \$0.522.

FALL IN THE PRICE OF SILVER.

Although the continued depreciation of silver is felt very keenly, the recent fall in its price has not affected the market, except in imported goods, resulting in a decrease of importations, but a slight increase in exports. Domestic products, rents, and wages or salaries remain the same.

HARBOR IMPROVEMENTS AND RAILROADS.

There has been much discussion and expenditure in the proposed Mazatlan Harbor, but nothing definite can be learned as to what will be the outcome.

Surveys and estimates were also made some time ago for the prolongation of the Culican Railroad to Durango, but the matter was not pushed until recently, when grading was begun.

It is rumored that the Southern Pacific will buy the Guaymas Railroad, in order to prolong the line down the coast as far as Mazatlan, so as to have an opening for the rich coal mines which Mr. Huntington and others own here in Mexico. Too little is known in respect to the project to report.

EXISTING CONDITIONS OF TRANSPORTATION.

The existing conditions of transportation into the interior are very unsatisfactory, being only by stage or pack teams. This necessitates that all merchandise or machinery sent into the interior must be packed in small packages not weighing over 300 pounds, as a mule can not carry more. During the rainy season, most of the pack teams do not run, and the stages take from two to three days to go over the road they would otherwise traverse in one day.

CONDITION OF THE MERCHANT MARINE.

The merchant marine is fairly good, considering the little traffic. There are 6 small steamers, with a total of 600 tons, and 31 sailing vessels, with 1,232.84 tons net, registered in Mazatlan. Three steamers, with 1,230.84 tons, and 23 sailing vessels, with 1,450 tons, are registered in other Mexican ports. There are also 3 United States steamers and several sailing vessels of large tonnage.

ELECTRICITY.

Throughout this State, as in all the important States or cities of this country, electric-light plants have been established. Some are owned by Mexicans, others by Americans. The use of electricity as a motive power is being seriously considered, and I am assured that it will not be long before it is used, especially for operating fans.

There is a telephone exchange in this city belonging to the American who is also owner of one of the electric-light plants here (there being two). The lines are being constantly extended. The State has also a telephone system, and is working steadily in extending its lines to the outlying towns, ranches, and mines, and it will not be long before we will have telephonic communication with any part of the State or even with the entire Republic.

TAXES.

As it may be of special interest to persons desiring to enter into business in this State, I will give an idea of the existing rates of licenses.

The day the new firm opens its doors to transact business, it must notify the tax collector, the municipal treasurer, and the internal-revenue collector as to the kind of business that is to be transacted. The taxes will be levied by the tax collector for the State, by the municipal treasurer for the district, and by the collector of internal revenue for the Federal Government. This latter tax is paid with stamps by placing 3 cents on every \$5 or fraction of a bill. The next thing to be done is to have the books authorized by the internal-revenue collector, who charges 5 cents for each page and puts his seal thereon. The books that must be authorized are journal, sales book, cashbook, ledger, and inventory. These books are to be put in order daily, and every now and then, a Government inspector goes from firm to firm inspecting books, and if he finds that the stamps have not been placed on the bills as the law requires, or that the books are not kept to the day, the firm is fined.

TRAVELING AGENTS.

All foreign agents pay a tax of from \$10 to \$500 for the right of sales per month. All those persons are considered traveling merchants or agents who sell merchandise without having an established store, or those who sell without making immediate delivery of the goods sold, and only make arrangements with regard to the price, quality, etc., of the goods.

A SUGGESTION

As the aim of the consulates is not only to look after the interest, of the Americans in the locality or district where the consulate is located, but also to improve the commercial relations existing between the United States and the country to which they have been appointed, I would suggest that as a means to attain this end there should be a special department in each consulate. One room would suffice, where catalogues, price lists, and discount sheets from the largest manufacturers would be on file, and samples on exhibit, that the merchants may see the goods and qualities proposed. When these samples are too cumbersome or expensive, photographs could be obtained at small

cost. By constantly endeavoring to gain new exhibits and by continually supplementing and renewing the collection of samples, we would be at all times enabled to show interested parties a full line of goods and as many novelties as possible. This would give sufficient information to the purchaser as to prices, qualities, etc. As this would necessitate a little expense to the consuls, the firms whose samples are on exhibit would pay, say, \$400 a year to each office for rent and clerk hire.

There are firms which yearly spend hundreds of dollars in advertising, postage, and traveling agents. I have known many of these agents who do not speak the language of the country to which they are sent. They only go to the business houses, leave their cards, and expect that the merchants shall look them up.

The system which I suggest would result in being highly beneficial and economical to our merchants in the United States. There are 329 consular offices and agencies established, which, at the rate of \$400 a year, would cost \$131,600. If 2,293 firms were represented, each would pay the insignificant sum of \$5.00 a month. As the number would undoubtedly be greater, the expense to each would be less.

ARTHUR DE CIMA,
Consul.

MAZATLAN, *October 15, 1897.*

PASO DEL NORTE.

In response to the circular issued by the State Department, dated August 10, 1897, I have the honor to submit the following report on the commerce and industries of this district.

IMPORTATIONS.

The importations into Mexico through the Juarez custom-house in 1896 were as follows:

Month.	Value in United States currency.	Month.	Value in United States currency.
January	\$81,095	August	\$121,843
February	89,855	September	95,468
March	144,280	October	100,363
April	110,413	November	112,085
May	95,888	December	117,273
June	174,219	Total	1,360,490
July	117,873		

The importations into Mexico through the Juarez custom-house during the first six months of 1897 were:

Month.	Value in United States currency.	Month.	Value in United States currency.
January	\$139,745	May	\$107,363
February	105,133	June	123,502
March	147,547	Total	777,370
April	154,120		

The principal articles were: Locomotives, machinery, builders' hardware, railroad bar iron and steel, cut nails and spikes, agricultural implements, scales, firearms, sewing machines, cutlery, saws and other tools, beer, brandy, illuminating oil, gun powder and dynamite, musical instruments, carriages and wagons, corn, wine, ice, boots and shoes, clothing, watches and jewelry.

The kinds and values of American iron and steel, and manufactures thereof, imported here during the year ended on the 30th of June, 1897, were:

246 tons railroad bar iron.....	\$5,255
1,832 tons railroad bar steel.....	65,295
38 locomotives.....	359,000
Milling and other machinery.....	499,920
Builders' hardware.....	213,065
Cut nails and spikes.....	26,180
Plows and cultivators.....	22,575
Other agricultural implements.....	8,590
Scales.....	19,980
Firearms.....	17,695
Sewing machines.....	12,730
Saws and tools.....	10,485
Cutlery.....	5,140
Printing presses.....	3,285
Typewriters.....	3,250

Thirty-three of the above locomotives were imported by the Mexican Central Railway Company, at a cost of \$323,000; the rest went to the Rio Grande, Sierra Madre and Pacific Railway Company.

Some lithograph work has been imported here from Michigan. It is criticised as not having enough colors in it, and the Mexicans give preference to the European products, which are more gorgeous.

PRODUCE AND INDUSTRIES.

The declared exports consist principally of ores, bullion, cattle, and hides; but this district yields also a number of articles for home consumption, such as corn, wheat, grapes, figs, apricots, peaches, prunes, apples, dried and salt meat, and dairy products.

Of industrial establishments, we have here several gristmills, wine presses, and sawmills, one soap factory, and one cheese press, and there is now in transit for Colonia Juarez the machinery for a door and sash factory.

TRANSPORTATION FACILITIES.

Two railroads have their starting point at Ciudad Juarez; one, the Mexican Central, goes south, and the other, the Rio Grande, Sierra Madre and Pacific, southwest. The latter has recently been completed to Casas Grandes.

General Manager John P. Ramsey has furnished me a description of the Rio Grande, Sierra Madre and Pacific Railroad, of which the following is an abstract: The work of building the road began in August, 1896, under the most favorable auspices. The work was pushed with all possible speed to final completion, and the first trains were run over the road on June 24, 1897. The road is now completed to a distance of 250 kilometers (155 miles) from Ciudad Juarez to the southwest, the terminus being near the old city of Casas Grandes.

The materials used in construction were almost entirely American, the rails and fastenings being from Pittsburg, Pa., the ties and tim-

bers from Louisiana and Texas, and the miscellaneous supplies from various other localities in the States. The rails are of steel, 56½ pounds to the yard. Spikes and fastenings are also of steel; ties and timber of long-leaf yellow pine.

The rolling stock, consisting of 8 passenger equipments, such as passenger, mail, baggage, and express cars, and 1 private car, and freight equipment, consisting of 160 box cars, 50 flat cars, 3 caboose cars, and 4 tank cars, was constructed at the Ohio Falls Car Manufacturing Company's works, Jeffersonville, Ind.

The locomotives, five 50-ton and two 35-ton, were manufactured by the Baldwin Locomotive Works, Philadelphia, Pa.

PHYSICAL FEATURES, ETC.

The Rio Grande, Sierra Madre and Pacific Railway runs from here for the first 65 miles through a sandy waste, but farther on, upon entering the mountainous district, the character of the country improves, and widens out at the terminus into a broad valley, containing fine grazing lands, abundantly watered by the San Miguel River. In this valley, are located two towns—one a Mexican settlement of 1,500 inhabitants, and the other a thriving Mormon colony of about 600 inhabitants. At Guzman, there is a lake 10 miles long and 5 miles wide, and about 10 miles south of that there is another lake of similar size. The grazing in the vicinity of these lakes is excellent, and they are covered by numerous flocks of wild ducks, geese, and other waterfowls, many of the birds remaining during the entire year. The mountains between Guzman (some 70 miles from here) and the end of the line are filled with mining settlements, some of them containing 600 or 700 inhabitants, all engaged in silver mining or pursuits incident to such work. The mountains immediately beyond the end of the road are covered by forests of long-leaf yellow pine, which is being cut by the Mormons and shipped to this place for sale.

The mountains throughout the line of the road are teeming with animals, and the country is one grand deer park, affording every opportunity for sport. Bear, deer, mountain lions, and birds of many varieties are found.

ANCIENT RUINS OF CASAS GRANDES.

The ruins of Casas Grandes, tradition says, were occupied in the eighth century of the Christian era by the Naoa Indians, a semibarbarous tribe, who planted seeds and trees, and raised crops by irrigation, as evidenced by the stone conduits that conveyed the water from the river to their lands. They built adobe structures of vast dimensions and lived, like the Pueblo Indian of New Mexico, in communal houses. On a natural elevation near the present town of Casas Grandes, I saw the ruins of one house that, according to my calculation, hastily made, covered nearly 10 acres. As there are no openings in the walls, the Nava Indian must have entered his dwelling through the roof.

From artificial mounds in the vicinity of the ruins, skeletons have been taken—human males measuring 6 feet in length, showing that the Naoas were as tall a race as the Patagonians. A peculiarity observed in these skeletons were their crushed skulls, showing that the men came to a violent death, probably were killed in battle. There were also found a number of stone axes of the size of an ordinary ax, and many fragments of pottery.

POSTAL AND EXPRESS RATES.

In the Free Zone, the letter rate is, for each 15 grams (one-half ounce) or fraction thereof, Mexican silver, 5 cents; for a registered letter, extra, Mexican silver, 15 cents. The Wells Fargo Express Company have permission to carry letters, and they sell their stamped envelopes for 15 cents, Mexican silver, each. Outside of the Free Zone, the letter postage is, for each 15 grams (one-half ounce) or fraction thereof, Mexican silver, 10 cents; for a registered letter, extra, Mexican silver 15 cents.

FOREIGN POSTAL RATES.

To the United States and Canada, the letter rate is, for each 15 grams (one-half ounce) or fraction thereof, Mexican silver, 5 cents; for each postal card, Mexican silver, 2 cents. To other countries in the Postal Union, for each 15 grams (one-half ounce) or fraction thereof, Mexican silver, 10 cents; for each postal card, Mexican silver, 3 cents. To countries not in the Postal Union, for each 15 grams (one-half ounce) or fraction thereof, Mexican silver, 20 cents.

RATE OF EXCHANGE.

On October 7, 1897, the Mexican silver dollar being quoted here at 43½ cents American money, the bankers at Ciudad Juarez charged for American \$100 on New York, Mexican silver, \$230; for £100 sterling on London, Mexican silver, \$1,117.80; for 100 francs on Paris, Mexican silver, \$46; for 100 marks on Berlin, Mexican silver, \$55.20, and the common rate of discount for collecting drafts was from one-fourth per cent to three-eighths per cent, according to amount of draft.

DEALERS IN AMERICAN PRODUCTS.

In this district, the following firms are the principal dealers in American products:

At Ciudad Juarez: Ketelsen & Degetan, importers of agricultural implements, firearms, carriages and wagons, cutlery, corn, flour, milling machinery, nails and spikes, stoves, scales, wire, etc.; L. G. Orozco, dealer in all kinds of American goods; Emiliano Ortuzar, jobber in flour and produce, hardware, boots and shoes; Dieter & Sauer, wholesale and retail, beer, wine, brandy, whisky, and liquors.

At Colonia Juarez: Henry Eyring, dry goods, hardware, crockery, and stationery.

RETAIL PRICES IN CIUDAD JUAREZ.

Prices on January 1 and September 1, in Mexican silver.

	January 1, 1897.	September 1, 1897.
All-wool blankets, 50 by 82 inches, weight 3 pounds .....each..	\$6.00	\$7.00
Unbleached muslin, 33 inches.....vara.....	.11	.12½
Flour.....100 pounds.....	3.75	4.50
Sugar.....pound.....	.10	.10
Coffee.....do.....	.80	.28
Rice.....do.....	.08	.08
Butter.....do.....	.60	.65
Eggs.....dozen.....	.37½	.37½
Beans.....pound.....	.04	.04
Corn.....bushel.....	.90	1.00

From the above, it appears that prices average a little higher than they did eight months ago.

IMPROVEMENTS IN CIUDAD JUAREZ.

Under the administration of the present mayor, Col. Tito Arriola, sidewalks have been improved, new streets laid out, and several public buildings inaugurated, but the grading of the streets leaves much to be desired.

LOUIS M. BUFORD, *Consul.*

PASO DEL NORTE, *October 13, 1897.*

PIEDRAS NEGRAS.*

The trade relations of Piedras Negras (Ciudad Porfirio Diaz), Mexico, remain about the same, with a slight improvement. The city's territory is very much circumscribed, being confined almost entirely to the Free Zone, which extends from the Rio Grande about 12 miles. Outside of this zone, she is unable to compete with Monterey and the larger cities on account of the quantities of goods handled and the advantageous freight rates.

AGRICULTURE AND MINING.


The area of the agricultural lands here has been greatly enlarged in the last few years, so that contiguous to this city, there are about 30,000 acres in cultivation, entirely by irrigation. The cotton crop for this year will amount to about 5,000 bales. There are crops of corn, wheat, and beans. The coal fields are being developed, and that industry is assuming large proportions. The Fuento Coal Company, 3 miles from here, will take out 15,000 tons a month, and with the Alamo and Cohahuila Company, about 30,000 tons. These companies have been furnishing the Southern Pacific Railroad Company in Texas a large quantity of coal, and now extend their sales to the Pacific system west of El Paso. The companies are composed of Americans, and American capital is developing the lands. Prices of the products of the United States have been appreciated on account of exchange, the low price of silver and of Mexican money. Some of the merchants here are importing flour, beans, and sugar from the interior of Mexico. The sugar is inferior, but cheap. I do not think it will affect the trade with the United States, however, as the supply will be inadequate to the demand. Labor remains about the same. There is no increase of wages in this section.

IMPROVEMENTS.

A new school building for boys was finished and dedicated on the 16th of last month, costing \$14,000. It is a neat brick structure, and will be furnished from the United States with the latest improvements in the way of chairs, desks, etc. Another building of the same class will be erected soon for girls.

TARIFF RATES, COMMERCE, ETC.

The import duties remain the same—17 per cent of the regular duties. There are no obstructions, and the facilities for transporta-

*In response to circular of August 10, 1897. 

tion improve each year. The Mexican International Railroad Company, with headquarters here, are extending their lines and opening up new fields of trade.

The exports and imports vary little. Pecans and cotton seed are being shipped in small quantities to the States. The principal article of export, however, is coal.

I addressed a communication to the municipal authorities asking for information as to the trade of the city, but was unable to secure it. They keep no statistics that are available, and know little of the trade of the community.

I inclose a report from the Mexican custom-house showing the importations for the six months ending June 30, 1897; also a statement of exportations through this consulate. Of course, it does not embrace all, as amounts less than \$100 pass without the intervention of the consul or his certificate.

SAMUEL M. SIMMONS, *Consul.*

PIEDRAS NEGRAS, *October 2, 1897.*

Value of imports from the United States through the Piedras Negras custom-house from January to June, 1897.

[In Mexican coin.]

Months.	Duty.	Value.
January.....	\$38,790.22	\$233,747
February.....	70,461.50	111,034
March.....	80,346.47	162,331
April.....	56,846.98	117,511
May.....	56,244.46	131,414
June.....	42,440.24	152,541
Total.....	395,129.87	908,578
Value in United States currency.....	201,909.00	464,283

Value of declared exports from the consular district of Piedras Negras to the United States during the quarter ended September 30, 1897.

Articles.	Value.	
	Mexican coin.	United States gold.
Beans.....	\$1,700.92	\$320.00
Bicycles.....	200.00	96.00
Bran.....	1,261.80	608.00
Buckskins.....	66.00	32.00
Cattle.....	48,457.71	23,858.00
Cattle hides.....	15,873.98	7,651.00
Cotton-seed cake.....	2,605.50	1,256.00
Copper ore.....	14,988.00	7,181.00
Cotton seed.....	150.00	72.00
Goat skins.....	14,613.38	7,043.00
Hog skins.....	35.10	17.00
Horsehair.....	616.60	304.00
Horses.....	300.00	145.00
Linen-drawn work.....	779.75	378.00
Machinery.....	1,300.00	578.00
Nuts.....	1,959.00	944.00
United States returned goods.....	2,464.75	1,138.00
Wool.....	19.40	9.00
Total.....	107,411.34	51,713.00

DECLARED EXPORTS, MEXICO.

Value of exports declared for the United States at the several consular offices in Mexico during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CAMPECHE.					
Chicle	\$4,624.43	\$49,518.15	\$55,026.69	\$71,283.79	\$180,463.06
Cedar wood				84.50	84.50
Deer skins	98.51	585.90			684.41
Gold				455.25	455.25
Hides	642.24	2,382.78	1,637.66	744.60	5,377.28
Hair	37.12			22.50	59.62
Henequen fiber		15,145.79	75,886.13	32,004.70	123,015.62
Mahogany				1,201.62	1,201.62
Wool				15.79	15.79
Total	47,402.30	67,602.62	132,529.48	106,422.75	306,957.15
CHIHUAHUA.					
American products returned	340.00	6,441.30	42,843.88	205.75	
Live stock	599.49	8,578.27		86,615.00	
Bullion	180,283.99	200,548.79	240,580.45	345,175.57	
Hides	5,452.29	7,765.33	20,904.36	7,692.53	
Oranges	5,056.12	75,271.88			
Ores	192,816.93	247,983.18	874,005.83	410,782.06	
Sulphides	2,539.40	2,662.64	18,157.79	66,881.85	
Total	387,068.22	549,251.34	696,492.30	917,352.76	2,550,164.42
DURANGO.					
Bones and horns	282.86	162.13		104.14	489.13
Base bullion (lead, silver, gold)	204,542.88				204,542.88
Cotton-seed oil cake	1,221.35	800.66			2,022.01
Cotton lintels	355.27		449.54	446.58	1,251.39
Gold contained in bullion	2,177.59	42,630.84	36,372.50	44,656.06	125,836.99
Goat skins	5,027.43	1,598.66	44,634.74	2,837.94	54,088.77
Hair of horses and cows	166.91				166.91
Household goods returned	480.94		826.38	85.25	892.57
Iron ores	118.39				118.38
Jewelry	110.68				110.68
Lead in bullion		22,536.96	19,967.74	12,856.00	55,359.72
Mexican silver coin		534.53			534.53
Silver contained in bullion	24,958.80	177,236.20	146,327.61	96,856.74	444,387.55
Tin bullion	1,763.00				1,763.00
Total	241,146.09	245,503.00	248,096.71	156,820.71	891,568.51
GUAYMAS.					
Ashes, brick	1,301.00				1,301.00
Belted	199.00				199.00
Bullion:					
Gold and silver	560,380.00	698,066.00	276,564.00	278,884.00	1,813,924.00
Silver		22,029.00	14,357.00	7,058.00	44,044.00
Boxes, American product returned			402.00		402.00
Fruit:					
Limes	434.00	216.00			650.00
Oranges		63,388.00	8,243.00		71,631.00
Watermelons				204.00	204.00
Hides:					
Fresh		378.00		515.00	893.00
Dry	1,885.00	1,850.00	1,778.00	3,362.00	8,900.00
Iron, scrap			894.00		894.00
Leather	2,494.00	4,665.00	5,842.00	8,989.00	16,490.00
Machinery, American product returned	758.00	108.00		50.00	916.00
Ore:					
Concentrates, cyanide process	42,172.00	39,027.00	43,379.00	46,732.00	171,310.00
Gold and silver		3,162.00	11,490.00	33,427.00	48,069.00
Graphite		532.00	2,126.00	761.00	3,419.00
Silver	89,775.00	47,054.00	29,456.00	43,308.00	209,593.00
Sulphide	24,970.00	42,093.00	54,478.00	47,196.00	168,739.00
Pearl		3,192.00			3,192.00
Rope, American product returned			77.00	102.00	179.00
Vegetables, peas, dried	1,754.00	216.00	113.00	506.00	2,589.00
Wrecking apparatus			475.00		475.00
Total	726,122.00	928,026.00	449,139.00	466,726.00	2,568,013.00

Value of exports declared for the United States at the several consular offices in Mexico, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
LAGUNA DE FÉRMINOS.					
Alligator skins	\$580.00	\$1,980.67	\$1,483.82	\$4,751.67	\$8,796.16
American gold	400.00				400.00
Chicle	61,857.30	51,868.89	98,862.28	224,184.52	436,772.49
Deer skins	1,115.70	511.31	183.89	103.60	1,914.00
Garza plumes	52.50		3,610.86	16,797.69	20,461.05
Hides	3,658.12	2,764.17	2,944.88	2,807.19	12,174.36
India rubber	206.50	387.44		713.10	1,307.04
Logwood	3,112.12		3,068.34	2,294.67	8,475.13
Mahogany and cedar	70,942.95	43,975.07	57,438.66	120,840.58	299,197.26
Resina				851.00	851.00
Tiger skins			10.00		10.00
Total	147,925.19	101,487.05	167,602.23	373,344.02	790,358.49
LA PAZ.					
Damiana, herb	206.06	261.86	381.67	11.38	860.92
Feathers, heron				205.49	205.49
Fish fins	872.62	63.65	84.30	121.17	1,141.74
Gold, placer			1,273.99	2,023.00	3,296.99
Hides	1,647.37	2,069.06	2,777.97	4,770.46	11,284.83
Iron tank			15.70		15.70
Miscellaneous		195.31		78.70	274.01
Ore	1,150.51	5,999.35	4,997.22	66.62	12,213.70
Sulphurets of silver	62,932.54	51,766.22		92,457.02	207,155.78
Salt	195.00	225.00	616.50	425.00	1,461.50
Shells:					
Common			111.89	171.26	283.15
Pearl	2,703.58	1,437.57	3,285.02		7,426.17
Tortoise	949.98	173.77		184.50	1,308.25
Skins:					
Fish	6.66		1.79		8.45
Seal	153.15		3.30		156.45
Deer and goat	412.87	527.86	722.30	1,549.22	3,212.25
Total	71,280.34	62,719.62	14,272.25	102,063.77	250,315.98
MATAMOROS.					
Asphaltum	87.59	20.99			88.58
Animals, live		2,328.82	210.21	69,176.48	71,715.51
Bones	871.10	408.90	8,757.42	770.86	10,808.28
Cotton seed		68.90	30.68		99.58
Feathers		50.67	32.24	13.68	96.59
Goat, deer, and other skins	482.72	12,608.87	7,411.66	4,283.82	24,787.07
Hemp		30.08		51.19	81.27
Horns	338.82	158.20	95.57	66.05	652.64
Hides, beef	5,288.62	9,273.73	8,435.37	7,170.97	30,163.69
Hair, animal	2,418.74	2,749.92	3,845.42	2,361.04	11,375.12
Linen				125.78	125.78
Mexican silver dollars	5,492.27				5,492.27
Wool			1,843.92	1,266.18	3,110.10
Wax, bees'	506.04	306.23	319.75	60.02	1,192.04
Total	15,480.90	28,005.31	30,982.24	85,346.07	159,794.52
MERIDA.					
American goods returned		183.50			183.50
Chicle	3,197.46	11,456.95	2,342.50	454.78	17,451.69
Deer skins	1,207.81	1,094.54	1,910.20	1,965.78	6,178.33
Hair	457.48	109.05	200.08	638.97	1,405.58
Heniquen		329,880.50	268,465.22	136,884.71	733,210.43
Hides	3,546.10	2,716.25	15,759.00	7,415.50	29,436.85
Oranges			704.88		704.88
Silver (coin)		372.31			372.31
Total	8,406.85	345,793.10	287,381.88	147,359.74	788,943.57
MONTERREY.					
Anise seed	24.33				24.33
Brick	9,936.00	7,819.00	3,425.00		21,180.00
Bones		117.36		321.60	438.95
Curios, Mexican	110.71			535.25	645.96
Cattle		9,981.00			9,981.00
Copper bullion		5,203.00			5,203.00
Copper matte		4,502.00			4,502.00
Glue stock	506.06				506.06
Household goods				2,158.00	2,158.00

Value of exports declared for the United States at the several consular offices in Mexico, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MONTEREY—continued.					
Hides, beef.....	\$665.56	\$48,271.19	\$18,890.10	\$32,730.30	\$100,547.15
Hair, animal.....	5,207.09	7,936.90	11,278.77	14,798.76	39,211.52
Horns.....		535.61			535.61
Itxile.....	5,178.64	2,421.50	12,525.00	18,428.33	38,553.47
Itxile bags.....		323.23		123.45	456.68
Lead, argentiferous.....	2,939,330.24	3,472,905.12	3,547,723.91	3,719,842.64	13,679,804.91
Leather.....	2,418.67	12,216.36	10,053.04	3,476.41	28,164.43
Metates (rock pestles).....	21.39				21.39
Oranges.....		11,879.30			11,879.30
Parrots, live.....	405.75				405.75
Pecan nuts.....		431.16			431.16
Pepper (red).....				601.95	601.95
Sugar (piloncillo).....		786.00	4,176.27		4,962.27
Shoes.....	160.30				160.30
Skins.....	28,614.52	95,680.98	115,792.97	71,960.42	312,049.19
Saddletrees.....	12.67				12.67
Tannin (cascalote).....	12.91				12.91
Wheat bran.....			1,240.83	1,233.53	2,530.36
Total, Mexican currency.....					14,268,471.73
Total, American currency.....					7,332,624.25
NOGALES.					
Bullion:					
Copper.....	5,241.00	2,428.00			7,669.00
Gold.....			3,882.00	1,100.00	4,982.00
Silver.....	12,320.00	15,808.00	9,914.00	27,559.00	65,601.00
Bran.....		329.00			329.00
Burros.....			500.00	413.00	913.00
Cattle.....	2,246.00	153,141.00	109,947.00	288,562.00	553,896.00
Cattle, American, returned.....	168.00	5,791.00	3,636.00	31,739.00	41,334.00
Corn.....		49.00			49.00
Circus outfit.....				75.00	75.00
Feathers, birds.....		375.00			375.00
Goats.....			164.00		164.00
Hats, straw.....			21.00		21.00
Hides, dry.....	1,334.00	965.00	1,211.00	784.00	4,314.00
Horses.....		53.00	101.00	939.00	1,093.00
Ice machine, American, returned.....			2,100.00		2,100.00
Lumber, American, returned.....	62.00		4,900.00		4,962.00
Lime.....		130.00			130.00
Machinery, mining, American, returned.....	810.00				810.00
Mules.....				20.00	20.00
Ores:					
Copper.....	432.00	984.00	2,558.00	358.00	4,332.00
Graphite.....		200.00			200.00
Gold.....	12,944.00	32,594.00	42,455.00	42,835.00	130,828.00
Silver.....	199,912.00	252,250.00	249,359.00	160,397.00	861,918.00
Panocha (Mexican sugar).....		85.00	103.00	109.00	297.00
Preserves.....			2.00		2.00
Shoes, American, returned.....		108.00			108.00
Silk, manufactures of.....				400.00	400.00
Tin foil.....				25.00	25.00
Tobacco, filler.....				300.00	300.00
Wearing apparel.....	138.00	350.00			488.00
Watermelons.....				173.00	173.00
Wood for fuel.....				572.00	572.00
Total.....	235,607.00	465,660.00	430,853.00	556,390.00	1,688,510.00
NUEVO LAREDO.					
American products returned.....	10,401.00	7,667.00	5,153.00	6,161.25	29,382.25
Antiquities.....	687.00				687.00
Anise seed.....	45.00				45.00
Bones.....	134.00			231.14	365.14
Bags.....		65.00	325.99	263.14	654.13
Brick.....		115.00			115.00
Cattle.....	1,306.00	641.00	24,924.71	20,847.95	47,719.66
Chicle.....				324.51	324.51
Coffee.....				4,264.66	4,264.66
Drawn work.....			164.80	364.49	529.29
Hides and skins.....	11,234.48	12,893.59	4,571.56	6,396.04	35,095.69
Horsehair.....	1,115.22	552.60	437.88	443.10	2,548.80
Hardware.....			156.83		156.83

Value of exports declared for the United States at the several consular offices in Mexico, etc.—Continued.

Articles.	Quarter ending—				Total
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
NUEVO LAREDO—continued.					
Hats	\$40.00				\$40.00
Horses and mules		\$558.30	\$202.91		761.21
Lintle	6,095.72				6,095.72
Pepper	750.60		558.75	\$312.35	1,621.70
Sugar	200.00		181.82		381.82
Shoes				194.56	194.56
Soap				111.76	111.76
Tobacco		307.75			307.75
White lead				307.34	307.34
Wool	3.97				3.97
Zacatan			887.79		887.79
Total	32,012.99	22,800.24	37,515.55	40,222.29	132,551.07
PARRAL.					
2 bars gold and silver bullion.				1,340.85	1,340.85
PASO DEL NORTE.					
American products returned.	4,606.00	9,068.00	4,871.00	2,951.00	21,496.00
Animals, live	6,550.00	208,185.00	291,987.00	295,238.00	796,960.00
Books	857.00				857.00
Bullion:					
Gold	868.00	3,793.00	7,413.00	6,381.00	18,455.00
Gold and silver	34,695.00	72,804.00	8,405.00	9,919.00	125,823.00
Lead	10,490.00	2,747.00	1,172.00		14,409.00
Silver		1,873.00	11,247.00	19,097.00	32,217.00
Old gold and silver		2,290.00		1,856.00	4,146.00
Cacao		1,440.00			1,440.00
Canceled postage stamps			260.00		260.00
Chile			4.00	269.00	273.00
Coffee	853.00	7,258.00	47,734.00	34,307.00	89,652.00
Cotton goods	406.00	8.00	39.00	678.00	1,133.00
Cotton-seed meal				273.00	273.00
Cotton waste		245.00	1,762.00	540.00	2,547.00
Feathers, crude	662.00			2,088.00	2,749.00
Featherwork		16.00	4.00		20.00
Hats:					
Straw	428.00	689.00	405.00	2,370.00	3,892.00
Wool		16.00			16.00
Hides and skins	13,008.00	1,799.00	5,147.00	3,431.00	23,390.00
Leather and leather goods	775.00	591.00	145.00	19.00	1,530.00
Linen goods	1,902.00	823.00	415.00	1,537.00	4,682.00
Lemons	8.00				8.00
Marble, manufactured	30.00				30.00
Meat, dried			234.00		234.00
Melons				409.00	409.00
Mexican filigree				103.00	103.00
Musical instruments	400.00				400.00
Nuts		1,542.00			1,542.00
Oil painting				3.00	3.00
Onions				559.00	559.00
Onyx		18.00			18.00
Opals	52.00	54.00		80.00	186.00
Oranges	6,514.00	97,243.00	2,796.00	327.00	106,880.00
Ores	78,846.00	131,899.00	73,762.00	1,387.00	285,894.00
Piloncillo	157.00	261.00	764.00	170.00	1,352.00
Platinum				224.00	224.00
Silk goods	193.00	749.00		24.00	966.00
Sundries				265.00	265.00
Sweet potatoes			2.00		2.00
Tobacco		3,446.00	2,359.00	502.00	6,307.00
Toys		22.00			22.00
Wax figures	9.00				9.00
Wool, manufactured		5.00	36.00	30.00	71.00
Total	161,806.00	543,879.00	490,963.00	355,036.00	1,521,684.00
PIEDRAS NEGRAS.					
Cattle			14,725.00	90,124.00	104,849.00
Cattle hides	2,935.00	6,791.00	8,694.00	8,025.00	27,045.00
Coal	39,667.00	59,134.00	55,773.00	58,451.00	213,065.00
Copper ore				4,205.00	4,205.00
Goatskins	6,121.00	9,983.00	9,407.00	6,035.00	31,546.00
Hats	506.00	496.00	382.00	382.00	1,766.00
Horse hair	214.00	1,184.00	1,910.00	648.00	3,956.00

Value of exports declared for the United States at the several consular offices in Mexico, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
PIEDRAS NEGRAS—cont'd.					
Itxle	\$960.00		\$1,635.00		\$2,295.00
Oil cake		\$4,247.00	12,916.00	\$5,863.00	23,026.00
Returned American goods	1,696.00	583.00	1,523.00	4,995.00	8,802.00
Sheep				24,653.00	24,653.00
Miscellaneous	180.00	2,169.00	6,475.00	310.00	9,134.00
Total	51,969.00	84,637.00	113,445.00	304,291.00	454,342.00
PROGRESO.					
Alligator skins				15.00	15.00
Bones	27.25	5.57			32.82
Cigars and cigarettes	173.87				173.87
Chicle	32,721.18	38,666.66	55,887.34	34,330.75	161,105.88
Deerskins	4,109.12	2,187.55	1,061.32		7,357.99
Feathers			53.09	6.00	59.09
Fresh fruits		142.01	404.00		546.01
Hemp	489,237.68	739,995.10	780,841.99	627,045.27	2,617,120.04
Hides	6,741.78	6,748.75	1,405.00	3,399.32	18,235.35
Hair	760.07	87.92	108.00	214.49	1,170.48
Leaves of green hemp	6.00				6.00
Logwood		1,147.51	730.31	35,045.13	36,922.95
Lemon extract	30.00				30.00
Plants		25.00			25.00
Silk thread			53.50		53.50
Tobacco				155.39	155.39
Woods, "samples"				20.00	20.00
Wool			16.10		16.10
Total	533,906.90	789,006.09	820,080.66	700,171.85	2,843,045.50
SIERRA MOJADA.					
Cow skins				85.56	85.56
Goatskins			886.06	902.74	1,688.82
Silver-lead ores	165,171.22	80,558.72	97,704.18	95,505.12	449,939.22
Silver ores	22,042.31	28,167.23	30,382.94	64,754.99	145,347.47
Total	187,213.53	118,725.95	128,973.18	161,148.41	566,061.07
TAMPICO.					
American products returned	2,229.00	942.00	658.00	2,852.00	6,681.00
Asphalt	300.00				300.00
Bones	120.00	4,048.00	6,128.00	4,682.00	14,978.00
Bullion				60,974.00	60,974.00
Cedar		109.00	6,732.00	30,204.00	37,045.00
Chicle chewing gum	585.00	2,114.00	1,350.00	67,997.00	71,996.00
Coffee		2,712.00	7,241.00	7,492.00	17,445.00
Coins		2,201.00	4,920.00	2,943.00	9,464.00
Copper matte			10,220.00		10,220.00
Fustic, dye wood	13,773.00	35,507.00	32,619.00	47,059.00	128,958.00
Hair, cow and horse	3,066.00	1,390.00	2,784.00	4,065.00	11,305.00
Henequen, sisal grass	500.00				500.00
Hides	13,197.00	63,700.00	28,338.00	48,476.00	151,711.00
Honey	10,631.00	4,845.00	8,869.00	35,610.00	57,960.00
Itxle	45,732.00	10,666.90		21,188.00	77,596.90
Jalap				42.00	42.00
Lemons			75.00		75.00
Parrots	230.00				230.00
Plumes, heron	564.00	301.00		1,261.00	2,546.00
Pottery				129.00	129.00
Rubber	36.00	135.00	45.00	268.00	484.00
Sarsaparilla	7,347.00	7,596.00	1,852.00	5,097.00	21,892.00
Sundries, old machinery	37.00	27.00		220.00	284.00
Skins:					
Alligator	700.00	80.00	1,310.00	2,450.00	4,540.00
Bear	211.00	474.00	89.00	25.00	799.00
Deer	2,187.00	4,108.00	754.00	968.00	7,995.00
Goat	24,929.00	14,557.00	99,445.00	45,467.00	184,398.00
Lizard		250.00			250.00
Tobacco	8,400.00				8,400.00
Tomatoes, fresh			5,419.00		5,419.00
Turtlecanned	495.00	240.00			735.00
Vanilla				35,300.00	35,300.00
Total	130,334.00	156,022.00	216,408.00	422,928.00	925,698.00

Value of exports declared for the United States at the several consular offices in Mexico, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
RECAPITULATION.					
Acapulco	\$15,408.40	\$12,049.77	\$17,384.34	\$18,100.11	\$62,982.62
Campeche	47,402.30	67,602.62	132,529.48	106,422.75	353,957.15
Chihuahua	387,088.22	549,251.34	696,492.30	917,352.78	2,550,184.62
Coatzacoalcas	46,080.71	19,686.15	49,120.83	176,741.44	291,608.93
Durango	241,146.09	245,508.00	248,068.71	156,820.71	891,568.51
Frontera	31,883.90	74,667.88	48,569.50	114,225.58	269,446.96
Guadalajara				6,257.80	6,257.80
Guaymas	726,042.00	547,282.00	444,136.00	466,728.00	2,184,169.00
Laguna de Terminos	147,925.19	101,487.05	167,602.23	373,344.02	790,358.49
La Paz	71,280.34	62,719.62	14,272.25	102,063.77	250,335.98
Matamoros	15,480.90	28,005.31	30,982.24	85,346.07	159,794.52
Mazatlan	543,436.62	763,848.02	1,328,494.29	1,507,633.56	4,143,412.49
Merida	8,408.85	345,793.10	237,381.88	147,359.74	738,943.57
Mexico City	473,424.93	634,243.70	462,536.46	489,582.89	2,058,787.98
Mier	725.41	14,500.00	18,119.31	17,587.57	50,932.29
Monterey	1,580,525.35	1,806,231.39	1,862,889.68	1,962,977.83	7,332,624.25
Nogales	235,607.00	465,660.00	430,853.00	556,300.00	1,688,510.00
Nuevo Laredo	32,012.99	22,800.24	37,515.55	40,222.29	132,551.07
Parral				1,340.85	1,340.85
Paso del Norte	161,806.00	543,879.00	460,968.00	355,036.00	1,521,684.00
Piedras Negras	51,989.00	84,637.00	113,445.00	204,291.00	454,342.00
Progreso	533,806.90	789,006.09	820,060.66	700,171.85	2,843,045.50
Saltillo	131,880.24	107,143.97	129,043.57	86,397.53	454,445.31
San Benito	13,494.94	(1)	(1)	(1)	13,494.94
San Jose and Cape San Lucas	135.00	2,940.41	2,247.89	9,087.22	14,470.52
San Luis Potosi	821,584.61	891,673.45	874,134.29	895,705.52	3,423,097.87
Sierra Mojada	187,213.53	118,725.95	128,973.13	161,148.41	596,061.07
Tampico	130,394.00	156,022.00	216,409.00	422,928.00	925,753.00
Torreón	* 200,000.00	252,232.46	221,110.16	133,814.91	807,157.53
Tuxpan	368,493.28	251,108.11	215,385.41	168,921.41	993,908.19
Vera Cruz	616,697.99	953,213.87	3,168,511.41	1,926,293.53	6,664,716.80
Victoria	7,299.69	* 7,200.00	6,926.23	40,257.55	61,683.47
Zacatecas	1,257.20	55,984.04	136,400.44	142,540.71	336,132.39
Total for Mexico	7,818,811.56	10,065,327.54	12,799,570.79	12,438,149.38	43,116,859.27

¹ No returns.

² Estimated.

³ Estimated in the absence of returns.

CENTRAL AMERICA.

BRITISH HONDURAS.

In accordance with instructions,* I have the honor to inclose the annual returns for the calendar year 1896, viz, imports, exports, navigation, and trade with the United States, to which I have added tables showing a comparison of the trade of Great Britain and the United States with the colony during the years 1895 and 1896, and a comparison of the total trade of the colony for 1896 with that of 1894 and 1895.

IMPROVEMENTS IN BELIZE.

It is not possible to give the trade of the colony for the first half of 1897, but it certainly has not varied much from the previous years. During this period, however, some improvements have been made in Belize, notable among them being the substitution of a United States steel swing bridge for an old wooden structure that would be suitable for a backwoods locality. A United States ice machine, with a daily

* Circular of August 10, 1897.

capacity of 3 to 6 tons, owned and operated by an American, has been introduced. A soap factory, operated by French capital, has been equipped with American machinery. A small steam railroad in the southern part of the colony is operated in conjunction with a sawmill by an American citizen; and lastly, there is a plan to connect Belize by telegraph or cable with Guatemala and the rest of the world.

Tenders are invited for the materials for an electric-light plant for the town of Belize. This latter should be bought outright in the United States, as there is no doubt we are far ahead of the rest of the world in electrical matters. But the fact of an English electric expert being employed to superintend the erection of the telegraph plant, and the desire of the colonial authorities to turn all possible trade in the direction of England, lead me to think it will be an English installation. Through letters sent by the consulate, the authorities have been led to call for tenders from several American firms.

The bridge would have been a clumsy, antiquated affair, costing as much in pounds sterling as this modern bridge costs in dollars, had I not written to several firms in the United States for plans and estimates, the lowest of which was considered too cheap to be safe or durable.

I will take space here to say that the *Cyclopædia of the Manufacturers and Products of the United States*, furnished by the Department of State and published by Seeger & Guernsey, is the most valuable commercial directory I have in the consulate, being frequently consulted as to the whereabouts of manufacturers of certain lines, as well as to obtain other information. Valuable trade has resulted in a number of instances. It should, however, be revised and contain all the manufacturers and dealers in the products of the United States, making two or more volumes if necessary.

IMPORTS AND EXPORTS.

The general trade of the colony of British Honduras shows very little change from the previous year in the item of imports, the increase being only \$3,997. This showing is somewhat erroneous, as increase in imports is shown from all countries except Mexico, which in the item of logwood shows an apparent decrease of \$187,188. This is caused by the logwood from the Rio Hondo not being credited to Mexico as formerly.

The countries that show the largest increase in imports are: Great Britain, \$96,400; United States, \$38,883; Germany, \$20,178, and Honduras, \$2,021. France and Mexico are the only countries that show a decrease, being \$3,373 and \$187,188, respectively. Exports show a large increase, viz, \$287,532; the largest gains going to Great Britain, \$173,681. France gained \$201,389; Germany, \$38,820; Holland, \$3,924, and Guatemala, \$3,840. The following countries show a loss: United States, \$18,043; Russia, \$17,740; Honduras, \$23,564. The loss of exports to the United States is made up largely in india rubber, \$6,759, and bullion and coin, \$94,916.

In other items, such as bananas, cocoanuts, logwood, mahogany, plantains, chicle, and sponges, there have been substantial gains. The Stamford Manufacturing Company expect to ship large quantities of logwood to the United States during the coming years, and that will undoubtedly place the United States next to Great Britain in exports from the colony.

Importations from the United States exceed those from all other countries combined, and are about 55 to 60 per cent of the total. The apparent small increase in the importations from the United States is caused by the decrease in the item "Bullion and coin," the value of which was \$68,746. All the other items show a substantial increase. The following is a comparative statement of the trade between this colony and certain countries during the years 1895 and 1896, and the increase or decrease:

Countries.	Imports.		Increase.	Decrease.
	1895.	1896.		
Great Britain	\$427,882	\$523,208	\$95,406	-----
United States	751,575	790,438	38,863	-----
Germany	10,841	31,027	20,178	-----
Honduras	41,450	61,567	20,117	-----
France	11,813	8,440	-----	\$3,373
Mexico	188,822	1,687	-----	187,135

Deducting the loss in the importations of bullion and coin, the imports from the United States show a gain of \$107,629, or about 15 per cent.

The exports were as follows:

Countries.	1895.	1896.	Increase.	Decrease.
Great Britain	\$586,841	\$760,522	\$173,681	-----
United States	331,040	312,997	-----	\$18,043
France	212,631	413,920	201,289	-----
Holland	16,667	20,561	3,894	-----
Guatemala	7,997	11,837	3,840	-----
Russia	17,740	-----	-----	17,740
Honduras	62,881	39,317	-----	23,564

Deducting from the loss in exports the decrease in the item of bullion and coin, the gain of exports to the United States is \$76,873.

The principal items of imports that show gains are: Clothing, \$16,604; cotton goods, \$79,310; provisions, \$23,439; sundries, \$6,360; coffee, \$10,951; hay and oats, \$12,938; lumber, \$13,247; mineral oils, \$5,401; animals, \$8,681. With the exception of cotton goods, in which Great Britain had an increase of \$52,094, most of the increase of trade noted above was with the United States. The items of increase in the export trade were: Logwood, \$297,040, and mahogany, \$33,103, all to Great Britain and France.

HOW TO INCREASE TRADE WITH THE UNITED STATES.

All the products consumed in the colony, with the exception of fresh fish, turtle, and plantains, may be said to be of foreign origin, food products, with the exception of some tinned goods, all coming from the United States. Liquors and cotton goods are principally from Great Britain. The other products are divided between the United States and Great Britain, Honduras, Germany, and Mexico being the only other countries worthy of mention, and the shipping having a very small percentage. The proportions are: United States, 55 per cent; Great Britain, 35 per cent; and all other countries, 10 per cent.

The following table shows the total value of the trade of the colony according to class:

Articles.	Imports.	Exports.
Live animals, food, drink, and narcotics.....	\$553,637	\$158,410
Raw material.....	42,617	1,308,103
Manufactures:		
Textile.....	590,324	17,783
Metal.....	37,017	3,746
Others.....	191,420	6,117
Coin and bullion.....	107,622	77,371
Total.....	1,462,637	1,571,530

A reference to the comparison of the trade of the United States and Great Britain, which may be said to be our only competitor, will show the lines in which improvement can be made. The largest item is cotton goods, principally prints, muslins, and a variety of lace, hosiery, and other goods that are made in Switzerland, Germany, France, and Belgium, and only imported through Great Britain. Under this heading, her trade is \$71,132 greater than ours. The other notable items are: Clothing, \$25,866; earthenware, \$10,737; hardware, \$4,522; hats, \$6,349; rope and twine, \$4,241; woolen goods, \$14,027; soap, \$15,339; spirits, \$12,374; tea, \$5,333; wines, still, \$6,257; iron roofing, \$14,203; rice, \$16,111; sundries, \$6,279.

The items of cotton goods and clothing show the greatest room for improvement, and should not fail to be investigated by our exporters. An addition of a quarter of a million to our trade in manufactured goods could easily be made if it were properly sought and looked after. The influence of the commercial traveler is shown in the increased trade of the United States in boots and shoes, hardware, provisions, and sundries. Longer credits would be quite safe in this colony, and would undoubtedly stimulate American trade. The establishment of a large United States firm for trading purposes would also greatly aid matters. Not only in this colony but elsewhere, I have found the establishment of Americans in a locality a great aid in extending United States commerce. They always encourage the sale of American articles, thereby creating a permanent demand for them. It is, of course, natural that firms of other nationalities should push the sale of their own countries, and only buy what they are compelled to from the United States. This is my experience in all Central America, and I doubt not it holds good the world over. This is one of the great needs of the export trade. The best method of increasing our exports is, to my mind, the following: The sending of direct and frequent United States steamers to all ports; the employment of experienced commercial travelers to show products, study the wants of the markets, and open connections, and the establishment of United States firms in all parts of the world. Consuls and agents should be Americans, and be paid living salaries, with permission to trade in localities where there are no American firms established. Their principal business should be to push United States trade in every way possible.

In exports of the colony, the United States takes third place. Great Britain takes more than all other countries, and France and the United States follow at unequal distances. The exports to Great Britain consist almost entirely of logwood and mahogany; to France,

of logwood, and to the United States, of fruits, nuts, and chicle. The only way to increase the volume of exports to the United States will be to increase the use of dyewoods in manufacturing, and of mahogany for furniture or decorative purposes. The duty on chicle will perhaps diminish the trade in that article for a time. The low prices of fruits, caused by competition with other countries that have richer soils and cheaper labor, prevent increase in that item of exports to the United States.

The principal articles in which the trade of the United States might be increased are: Aerated waters, clothing, cotton goods, earthenware, hardware and cutlery, hats, paints, provisions in tins, bottles, rope and twine, saddlery and harness, silks in bond, sundries, woolen goods, soap, spirits, tea in bond, wines (all kinds), cement and lime, iron roofing (corrugated)—there is a great deal of it used in Central America), and rice in bond. In all other lines, the United States either leads or holds its own.

CURRENCY AND PRICES.

The currency of the colony is on a sound basis, the gold dollar of the United States being the standard, supplemented by silver coins of the colony of 5, 10, 25, and 50 cent values, and by treasury notes of the denominations of \$1, \$2, \$5, \$10, \$50, and \$100. These are secured by a deposit of gold in the treasury and by bonds. The British sovereign is also legal tender at \$4.86. The notes before mentioned are redeemable in gold on demand at the colonial treasury. The total amount of money in circulation in the colony is estimated at about \$225,000 to \$250,000. About \$80,000 of this consists of treasury notes, which are preferred to gold for general use.

During the winter season, when a large amount of money is needed to pay off and advance woodcutters, the principal firms sell bills of exchange in the United States and import gold into the colony. During the summer, when the exporters do not need money, and the smaller firms export gold to pay for importations from the United States, there is the opposite effect. This will account for the large items of bullion and coin to and from the United States.

Prices of commodities show little change, being governed by the fluctuations of values in the United States. Provisions are sold at a very slight advance over the prices in the United States, with cost and charges added. Some articles of American manufacture are sold cheaper here than in the United States. Dry goods of European make are usually cheaper than the same articles from the United States, but the proximity of the market, adaptability of styles, and durability of goods make amends for a part of the difference in cost, and the United States does a fair and increasing share of the trade.

The values of the principal articles of export show considerable change during the years 1895 and 1896, the principal one, logwood, having suffered a loss to the exporter of about 40 per cent. Mahogany, the next in importance, has increased in value about 35 per cent. Chicle, since the new tariff, is decreasing in quantity and value.

The condition of the working people, owing to the sound condition of the currency and the demand for mahogany and logwood cutters, is very good, and is shown by the little houses that are springing up all over the colony, as well as the improvement in dress and living. The possession of a twenty-dollar gold piece is a great incentive to

save, and I think there is a great deal less drinking done in the colony than during the days of silver currency.

WAGES.

Rates of wages are approximately as follows: Mahogany and logwood cutters, from \$10 to \$15 per month, with rations of pork and flour; agricultural laborers, from \$6 to \$8 per month, with rations; domestic servants, \$5 to \$8 per month; clerks in stores and offices, \$40 to \$75; head clerks and bookkeepers, \$100 to \$150 per month.

DUTIES.

Customs duties show little change, the principal being a duty of 50 cents per barrel on flour and \$1 on pork. Still wines have been reduced to 50 cents per gallon, and the export duty of 50 cents per ton on logwood has been taken off. Most of the importations pay a duty of 10 per cent ad valorem; spirits pay \$2.50 per proof gallon (imperial). All goods pay duty alike, regardless of the country of their origin. The imports on which duty was paid amounted to \$1,030,843, and the free list was valued at \$431,794. A large proportion of the goods entered in Belize is placed in the bonded warehouse, and extracted as required for home consumption and reexport.

PORT CHARGES.

Port charges are 12½ cents per ton for light dues on all vessels from 5 tons upward, with a maximum charge of \$125. Home-trade vessels pay no charges. The mail steamers from New Orleans and the lines from Mobile and New York are exempt by special arrangement.

The municipal taxes are: Three per cent of the rents on property and licenses to sell liquors. There are no octroi duties.

TRANSPORTATION.

Transportation facilities remain about the same, and consist of weekly mail steamers from New Orleans, a fortnightly service with Mobile and New York, monthly steamers from Liverpool, and irregular steamers from London, to load mahogany and logwood. A large number of barks come each year to load logwood, and most of the lumber is imported from the United States in schooners. The German and Atlas lines, mentioned in last year's reports, have retired. It is said that another line of steamers is to be established with Mobile, to run in opposition to the existing line. A small steamer furnishes weekly communication with the northern part of the colony, and the mail steamers touch at the southern ports of the colony weekly. They will not, however, owing to quarantine regulations, take passengers to any intermediate points. A regulation that must appear inconsistent, and that is certainly a hardship to all the people of Central America, provides that a man may be examined and found fit to go to New Orleans, but he can not go aboard the same steamer to land a few miles down the coast.

With regard to railroads the matter is still undecided, the report of the English surveyors placing the cost higher than the colony can

afford or than the traffic will warrant. The Government will receive tenders and will give land grants and a bonus. With cheapened supplies, I think United States capitalists could take up this matter with profit. It would result in a great increase of trade with the United States. The enterprise would open a fine agricultural and timber land, with good prospects of minerals, including gold. The fruit traffic alone should make it remunerative.

Freight rates to and from the United States are: For measured goods, 15 cents per cubic foot; for dry barrels, 75 cents; for wet barrels, \$1. Other freight is about one-half to 1 cent per pound, and large lots are subject to special arrangement.

There are at present no trade licenses or taxes on commercial travelers. It is proposed to compel tradesmen to take out licenses for the benefit of the municipality. Foreigners do not pay higher taxes or duties than colonists. The only discrimination against foreigners is that they are not eligible for office under the Crown.

COMMERCIAL CREDITS.

Commerce with the United States and Europe is largely done on credit, sixty days being the limit in the United States and six months in Europe. Monthly settlements are the rule among the local merchants, and yearly settlements with the mahogany and logwood contractors. Trade here has no distinctive features; all the stores (except grocers, liquor shops, and druggists) try to keep everything from anchors to needles and from silks to provisions.

PATENTS.

The patent laws are open to all, but as the population is small, I doubt if it will pay to take out patents in the colony. United States inventions that are adaptable to the colony are usually well received, and mechanical methods among the natives here are, as a rule, of the crudest description and are confined to carpentering, blacksmithing, shipbuilding, etc. Anything outside of that requires foreigners to superintend or to do the work.

ALBERT E. MORLAN,
Consul.

BELIZE, *September 7, 1897.*

Total value of the imports and exports of the colony of British Honduras from and to each country in the year 1896.

Countries.	Imports therefrom.	Exports thereto.	Countries.	Imports therefrom.	Exports thereto.
United Kingdom	\$523,208	\$760,522	Holland	\$254	\$20,591
British colonies	8,551	.....	Mexico	1,637	27
Austria	254	.....	Norway	161	8
Belgium	143	.....	Nicaragua	6,290	5,803
China	3,301	.....	Russia	24	.....
Columbia	7	.....	Spain	316	.....
France	11,813	413,920	Sweden	35	.....
Germany	31,037	6,508	United States	790,458	312,997
Guatemala	2,411	11,837	Total	1,402,637	1,571,539
Honduras	61,567	39,317			

Imports from the United Kingdom and the United States for the years 1895 and 1896.

Articles.	1895.		1896.	
	United Kingdom.	United States.	United Kingdom.	United States.
Aerated waters.....	\$2,265	\$275	\$2,939	\$288
Blinds and sash.....	1,868	—	—	3,591
Books and stationery.....	4,311	1,868	3,301	3,254
Bacon and hams.....	262	14,689	108	11,605
Boots and shoes.....	5,007	34,891	6,319	44,109
Clothing.....	27,574	5,199	37,576	11,710
Brushware.....	—	—	599	1,296
Butter.....	3,963	14,986	3,902	11,349
Cheese.....	—	1,862	2,657	5,251
Confectionery.....	1,771	2,667	2,527	3,990
Cotton goods.....	91,281	45,115	143,378	72,256
Drugs and chemicals.....	4,046	8,869	4,781	11,960
Earthenware and glassware.....	11,167	1,459	12,967	2,220
Furniture.....	1,090	2,793	902	10,244
Guns and pistols.....	1,787	1,254	4,174	1,258
Hardware and cutlery.....	28,100	15,832	31,352	26,830
Hats.....	9,644	891	8,549	2,200
Jewelry and plate.....	526	3,230	1,279	2,903
Lamps and lampware.....	1,642	1,667	1,484	2,717
Leather.....	7	691	7	1,085
Musical instruments.....	962	2,227	2,122	3,210
Matches.....	253	3,599	128	2,770
Paints.....	5,468	788	7,558	1,003
Provisions.....	37,648	49,194	40,327	68,313
Perfumery.....	2,188	5,072	3,679	6,338
Rope and twine.....	5,280	2,713	8,165	3,924
Saddlery and harness.....	2,628	782	3,692	1,886
Sewing machines.....	24	3,382	187	4,644
Ship chandlery.....	2,498	1,324	323	1,954
Shot and ammunition.....	2,498	1,324	1,238	1,371
Silks.....	2,011	147	4,469	—
Sundries.....	26,425	11,762	30,454	24,175
Toys.....	650	714	1,067	1,412
Wood and wicker ware.....	1,416	3,236	944	4,230
Woolen goods.....	23,348	274	14,778	651
Beer, porter, etc.....	7,810	17,728	7,674	12,311
Candles.....	—	1,862	2,212	2,309
Cigars.....	—	3,231	15	4,205
Cigarettes.....	—	1,729	118	2,910
Claret wine.....	—	—	842	733
Coffee.....	—	4,544	23	77,536
Cocoa.....	907	463	848	351
Gunpowder.....	2,557	81	3,960	13
Hay and oats.....	—	4,496	—	17,433
Lard.....	—	6,880	—	7,078
Lumber:	—	—	—	—
Dressed.....	—	9,481	—	17,433
Rough.....	—	10,985	—	16,154
Oils:	—	—	—	—
Mineral.....	—	10,983	8	16,494
Other.....	3,258	663	2,970	296
Revolvers and rifles.....	—	1,202	—	679
Soap.....	24,699	2,835	19,318	3,979
Spirits, all kinds.....	24,699	2,835	13,686	1,211
Sugar:	—	—	—	—
Refined.....	214	3,600	731	6,914
Unrefined.....	—	2,699	—	1,824
Tea.....	5,979	354	6,116	783
Tobacco:	—	—	—	—
Leaf.....	—	18,056	—	9,108
Other.....	88	875	311	1,009
Wines:	—	—	—	—
Still.....	3,234	1,076	6,696	339
Sparkling.....	1,993	—	746	11
Agricultural implements.....	108	336	598	1,569
Animals:	—	—	—	—
Cattle.....	—	769	—	4,075
Fowls.....	—	769	—	2,755
Horses and mules.....	—	30,575	475	8,146
Other animals.....	—	87	—	187
Beef and pork.....	362	61,412	—	57,996
Books, printed.....	1,174	1,306	2,453	1,696
Bread, pilot.....	208	4,999	—	4,754
Bricks and roofing slate.....	2,947	—	130	813
Bullion and coin.....	—	171,372	—	102,629
Cement and lime.....	701	87	1,018	249
Church vestments.....	48	321	561	251
Coal and coke.....	141	1,592	1,046	1,649
Corn, Indian.....	—	14,714	—	10,479
Fish, salted.....	152	6,170	—	5,994
Flour.....	—	76,231	—	67,599

Imports from the United Kingdom and the United States, etc.—Continued.

Articles.	1895.		1896.	
	United Kingdom.	United States.	United Kingdom.	United States.
Fruit (fresh)		\$1,732		\$ 2,684
Government stores	\$3,961	245	\$6,256	
Ice		3,216		3,904
Iron fencing	1,259	1,025	1,025	1,545
Iron roofing	6,305		14,285	
Machinery	1,247	1,435	2,889	4,502
Meat (fresh)		1,713		1,007
Plant for railway				5,647
Rice	23,532	1,559	17,257	1,145
Tanks and vats	552	1,520	402	4,552
Tombstones	271	80	239	571
Vegetables	600	5,887	110	4,703

Exports to the United Kingdom and the United States for 1895 and 1896.

Articles.	1895.		1896.	
	United Kingdom.	United States.	United Kingdom.	United States.
Bananas		\$36,070		\$34,898
Bullion and coin		171,163	\$424	76,947
Cedar	\$2,600		1,873	
Cocoanuts	2,913	9,222	1,222	12,788
Coffee		16,412		2,338
Hides		2,029		3,329
Logwood	410,159		553,036	2,337
Mahogany	148,290		171,172	13,221
Plantains		5,232		9,685
Rosewood			812	5,162
Sapodilla or chewing gum		84,479		96,408
Sarsaparilla	627	3,380	105	1,327
Sponges	2,272	371	1,845	3,080
Tortoise shell	18,967		15,055	

Imports at Belize for the year ending December 31, 1896.

Articles.	Quantity.	Value entered.	Whence imported.
<i>Dutiable.</i>			
Aerated waters		\$35	Germany.
Do.		2,929	United Kingdom.
Do.		288	United States.
Bacon and hams		11,605	Do.
Do.		108	United Kingdom.
Blinds and sash		3,591	United States.
Books and stationery		270	Germany.
Do.		3,301	United Kingdom.
Do.		3,254	United States.
Do.		17	Canada and France.
Boots and shoes		204	Austria.
Do.		371	France.
Do.		2,937	Germany.
Do.		603	Guatemala.
Do.		336	Honduras.
Do.		6,319	United Kingdom.
Do.		44,109	United States.
Brushware		598	United Kingdom.
Do.		1,296	United States.
Do.		33	Jamaica and Mexico.
Butter		169	France.
Do.		3,902	United Kingdom.
Do.		11,349	United States.
Cheese		2,657	United Kingdom.
Do.		5,251	United States.
Do.		12	France and Honduras.
Clothing		425	France.
Do.		372	Germany.
Do.		124	Jamaica and Mexico.
Do.		37,576	United Kingdom.

Imports at Belize for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value entered.	Whence imported.
<i>Dutiable—Continued.</i>			
Clothing		\$11,710	United States.
Confectionery		27	Mexico.
Do.		2,527	United Kingdom.
Do.		3,960	United States.
Cotton goods		31	Barbados.
Do.		426	France.
Do.		1,971	Germany.
Do.		143,378	United Kingdom.
Do.		72,256	United States.
Drugs and chemicals		167	France.
Do.		2,678	Germany.
Do.		34	Mexico.
Do.		4,781	United Kingdom.
Do.		11,950	United States.
Earthenware and glassware		125	France.
Do.		3,188	Germany.
Do.		178	Honduras.
Do.		12,957	United Kingdom.
Do.		2,220	United States.
Do.		41	Other countri
Furniture		50	Austria.
Do.		86	Barbados.
Do.		100	Germany.
Do.		902	United Kingd
Do.		10,244	United States.
Guns and pistols		237	France.
Do.		384	Germany.
Do.		448	Mexico.
Do.		4,174	United Kingdom.
Do.		1,258	United States.
Hardware and cutlery		2,180	Germany.
Do.		31,351	United Kingdom.
Do.		26,830	United States.
Hats		285	Guatemala.
Do.		2,263	Honduras.
Do.		514	Mexico.
Do.		8,549	United Kingdom.
Do.		2,200	United States.
Jewelry and plate		106	France.
Do.		284	Germany.
Do.		499	Mexico.
Do.		1,279	United Kingdom.
Do.		2,308	United States.
Lamps and lamp ware		29	Germany.
Do.		1,487	United Kingdom.
Do.		2,717	United States.
Leather		31	Honduras.
Do.		443	Mexico.
Do.		7	United Kingdom.
Do.		1,065	United States.
Matches		25	Germany.
Do.		24	Sweden.
Do.		123	United Kingdom.
Do.		2,770	United States.
Musical instruments		1,275	Germany.
Do.		25	Honduras.
Do.		108	Mexico.
Do.		2,122	United Kingdom.
Do.		3,210	United States.
Paints		7,583	United Kingdom.
Do.		1,003	United States.
Perfumery		201	Barbados.
Do.		1,373	France.
Do.		336	Germany.
Do.		3,679	United Kingdom.
Do.		6,338	United States.
Provisions		112	Barbados.
Do.		482	France.
Do.		779	Germany.
Do.		89	Honduras.
Do.		384	Mexico.
Do.		212	Trinidad.
Do.		40,327	United Kingdom.
Do.		68,313	United States.
Rope and twine		8,165	United Kingdom.
Do.		3,924	United States.
Saddlery and harness		1,235	Mexico.
Do.		3,662	United Kingdom.
Do.		1,866	United States.
Sewing machines		187	United Kingdom.
Do.		4,644	United States.

Imports at Belize for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value entered.	Whence imported.
<i>Dutiable—Continued.</i>			
Ships' chandlery		\$126	Norway and Russia.
Do.		323	United Kingdom.
Do.		1,954	United States.
Shot and ammunition		81	Germany and Mexico
Do.		1,238	United Kingdom
Do.		1,371	United States.
Silks		2,979	China.
Do.		223	Germany.
Do.		4,469	United Kingdom.
Sundries		215	Barbados.
Do.		245	France.
Do.		3,289	Germany.
Do.		90	Guatemala.
Do.		1,442	Honduras.
Do.		2	Jamaica.
Do.		692	Mexico.
Do.		14	Norway.
Do.		42	India.
Do.		30,454	United Kingdom.
Do.		24,175	United States.
Toys		891	Germany.
Do.		1,067	United Kingdom.
Do.		1,412	United States.
Turpentine		8	United Kingdom.
Do.		44	United States.
Wood and wickerware		212	France.
Do.		944	United Kingdom.
Do.		4,290	United States.
Woolen goods		322	China.
Do.		316	Germany.
Do.		14,778	United Kingdom.
Do.		651	United States.
Beer, porter, etc. gallons.	114	86	Germany.
Do. do.	9,544	7,674	United Kingdom.
Do. do.	17,613	12,311	United States.
Candles:			
Tallow	pounds.	478	Do.
Other	do.	143	Belgium.
Do.	do.	222	Germany.
Do.	do.	2,212	United Kingdom.
Do.	do.	2,831	United States.
Cigars	number.	896	Jamaica.
Do.	do.	313,900	Mexico.
Do.	do.	250	United Kingdom.
Do.	do.	211,330	United States.
Cigarettes	do.	11,250	Germany.
Do.	do.	215,575	Mexico.
Do.	do.	15,350	United Kingdom.
Do.	do.	2,101,030	United States.
Claret wine	gallons.	491	France.
Do.	do.	12	Germany.
Do.	do.	375	United Kingdom.
Do.	do.	1,048	United States.
Coffee	pounds.	8,436	Guatemala.
Do.	do.	43,344	Honduras.
Do.	do.	1,830	Jamaica.
Do.	do.	119	United Kingdom.
Do.	do.	77,536	United States.
Cocoa	do.	305	Mexico.
Do.	do.	10,261	United Kingdom.
Do.	do.	2,995	United States.
Gunpowder	do.	26,919	United Kingdom.
Do.	do.	50	United States.
Hay and oats	pounds.	691,882	Do.
Lard	do.	163,932	Do.
Lumber:			
Dressed	feet.	1,083,831	Do.
Rough	do.	2,000	Honduras.
Do.	do.	615	Sweden.
Do.	do.	1,083,966	United States.
Oils:			
Mineral	gallons.	16	3
Do.	do.	140,840	United States.
Other than mineral	do.	6,617	United Kingdom.
Do.	do.	2,018	663
Opium	pounds.	5	20
Do.	do.	23	Germany.
Do.	do.	64	United States.
Revolvers	number.	21	Do.
Rifles	do.	79	Do.
Soap	pounds.	663,706	United Kingdom.
Do.	do.	85,782	United States.

Imports at Belize for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value entered.	Whence imported.
<i>Dutiable—Continued.</i>			
Spirits:			
Brandy gallons ..	1,327	\$4,913	France.
Do do ..	1,226	678	Germany.
Do do ..	272	124	Honduras.
Do do ..	3,168	5,897	United Kingdom.
Do do ..	10	6	United States.
Rum do ..	52	106	France.
Do do ..	36	10	Germany.
Do do ..	7	3	Jamaica.
Do do ..	1,062	1,516	Mexico.
Do do ..	194	261	United States.
Cordials do ..	10	44	France.
Do do ..	211	339	Germany.
Do do ..	50	175	United Kingdom.
Gin do ..	3	23	France.
Do do ..	1,637	883	Germany.
Do do ..	473	254	Holland.
Do do ..	1,867	1,422	United Kingdom.
Do do ..	4	11	United States.
Other do ..	8	35	France.
Do do ..	3,112	1,767	Germany.
Do do ..	8	14	Honduras.
Do do ..	2	5	United States.
Whisky do ..	2,044	6,055	Canada.
Do do ..	218	182	Germany.
Do do ..	3,865	6,091	United Kingdom.
Do do ..	1,099	1,189	United States.
Sugar:			
Refined pounds ..	25,318	731	United Kingdom.
Do do ..	133,202	6,914	United States.
Unrefined do ..	37,281	1,824	Do.
Tea do ..	27,834	6,116	United Kingdom.
Do do ..	3,422	783	United States.
Tobacco:			
Leaf do ..	969	140	Mexico.
Do do ..	115,040	8,963	United States.
Other do ..	171	55	Mexico.
Do do ..	669	311	United Kingdom.
Do do ..	2,767	1,009	United States.
Wines:			
Sparkling gallons ..	200	1,419	France.
Do do ..	14	49	Germany.
Do do ..	110	746	United Kingdom.
Do do ..	2	11	United States.
Still do ..	189	337	France.
Do do ..	975	4,873	Germany.
Do do ..	315	457	Honduras.
Do do ..	10	36	Mexico.
Do do ..	549	316	Spain.
Do do ..	5,940	6,698	United Kingdom.
Do do ..	448	339	United States.
<i>Free list.</i>			
Agricultural machines		563	United Kingdom.
Do do ..		1,569	United States.
Animals:			
Cattle number ..	2	100	Guatemala.
Do do ..	2,343	37,305	Honduras.
Do do ..	238	5,790	Nicaragua.
Do do ..	109	4,075	United States.
Fowls do ..	40	12	Honduras.
Do do ..	88	25	Mexico.
Do do ..	6,220	2,755	United States.
Horses and mules do ..	2	330	Jamaica.
Do do ..	114	6,066	Honduras.
Do do ..	2	60	Nicaragua.
Do do ..	1	475	United Kingdom.
Do do ..	150	8,148	United States.
Hogs do ..	22	180	Honduras.
Do do ..	68	485	Mexico.
Turtle do ..	558	2,182	Do.
Do do ..	92	70	Nicaragua.
Other animals do ..	61	31	Honduras.
Do do ..	4	37	United Kingdom.
Do do ..	154	187	United States.
Beef and pork barrels ..	4	40	United Kingdom.
Do do ..	6,170	57,336	United States.
Books, printed		2,433	United Kingdom.
Do do ..		1,698	United States.
Bread, pilot pounds ..	157,765	4,754	Do.

Imports at Belize for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value entered.	Whence imported.
<i>Free list—Continued.</i>			
Bricks		\$130	United Kingdom.
Do.		313	United States.
Bullion and coin		2,230	Honduras.
Do.		203	Nicaragua.
Do.		2,000	United Kingdom.
Do.		102,829	United States.
Cement and lime		1,018	United Kingdom.
Do.		349	United States.
Chicle (chewing gum)	pounds. 47,000	2,000	Mexico.
Church vestments		561	United Kingdom.
Do.		251	United States.
Coal and coke	tons. 319	1,046	United Kingdom.
Do.	do. 336	1,449	United States.
Cocoanuts	number. 4,100	51	Honduras.
Do.	do. 200	2	Mexico.
Corn, indian		1,087	Do.
Do.		16,479	United States.
Fish, salted		81	Mexico.
Do.		152	United Kingdom.
Do.		5,904	United States.
Flour	barrels. 12	50	Honduras.
Do.	do. 18,380	67,569	United States.
Fruits, fresh		46	Mexico.
Do.		2,684	United States.
Gold dust		560	Honduras.
Government stores		55	Norway.
Do.		6,256	United Kingdom.
Ice		3,904	United States.
Hides and skins		50	Guatemala.
Do.		1,129	Honduras.
Do.		338	Mexico.
Do.		197	Nicaragua.
Iron fencing		1,625	United Kingdom.
Do.		1,545	United States.
Iron roofing		14,293	United Kingdom.
Logwood	tons. 94	1,634	Mexico.
Manure		250	United States.
Maps and charts		12	Do.
Machinery		2,389	United Kingdom.
Do.		4,502	United States.
Meat, fresh		1,007	Do.
Palings		563	Do.
Plantains		17,500	Honduras.
Plants and seeds		87	Do.
Do.		32	Do.
Plant for railroad		355	United States.
Pumps		5,647	Do.
Rice	pounds. 12,200	573	Do.
Do.	do. 1,140,248	17,257	Germany.
Do.	do. 61,615	1,146	United Kingdom.
Rubber		12	United States.
Do.		726	Guatemala.
Sarsaparilla		116	Honduras.
Salt		100	Do.
Do.		810	Mexico.
Do.		14	United Kingdom.
Shell, turtle		160	United States.
Do.		1,442	Honduras.
Shooks and staves		200	Mexico.
School appliances		328	United States.
Do.		188	United Kingdom.
Sponges		1,597	United States.
Tar and pitch		319	Mexico.
Do.		644	United Kingdom.
Tanks and vats		402	United States.
Do.		4,562	United Kingdom.
Tombstones		239	United States.
Do.		571	United Kingdom.
Trucks and carts		1,285	Mexico.
Do.		858	United States.
Uniforms		723	United Kingdom.
Do.		20	United States.
Vegetables		110	United Kingdom.
Do.		4,703	United States.
Vessels		137	United Kingdom.
Do.		70	United States.
Total		1,462,637	

Exports from Belize for the year ending December 31, 1896.

Articles.	Quantity.	Value, including costs and charges.	Whither exported.
Aerated waters		\$370	Guatemala.
Do		257	Honduras.
Animals: Turtle	number 63	307	United Kingdom.
Bananas	bunches 414,398	94,898	United States.
Beef and pork	barrels 10	112	Guatemala.
Do	do 114	529	Honduras.
Beer	gallons 589	562	Do.
Do	do 14	9	Nicaragua.
Books and stationery		65	Guatemala.
Books, printed		486	Do.
Boots and shoes		1,081	Honduras.
Do		18	Guatemala.
Do		57	Nicaragua.
Bread and biscuit		10	Guatemala.
Do		6	Honduras.
Bullion and coin		76,947	United States.
Do		424	United Kingdom.
Butter		40	Honduras.
Candles	pounds 230	72	Guatemala.
Do	do 339	25	Honduras.
Cedar	feet 33,639	1,873	United Kingdom.
Cement and lime		9	Honduras.
Cheese		18	Do.
Cigars	number 7,000	149	Honduras.
Do	do 5,000	150	United Kingdom.
Clothing		1,171	Honduras.
Do		246	Nicaragua.
Cocoanuts	number 312,500	2,780	Honduras.
Do	do 111,075	1,222	United Kingdom.
Do	do 1,233,486	12,788	United States.
Coffee	pounds 284	55	Honduras.
Do	do 11,163	2,283	United States.
Corn, Indian		2	Honduras.
Cotton goods		451	Guatemala.
Do		8,198	Honduras.
Do		2,322	Nicaragua.
Drugs		14	Guatemala.
Do		575	Honduras.
Earthenware and glassware		37	Guatemala.
Do		243	Honduras.
Do		12	Nicaragua.
Fish, salted	pounds 950	41	Honduras.
Flour		316	Guatemala.
Do		296	Honduras.
Furniture		8	Guatemala.
Do		101	Honduras.
Gold dust		580	United States.
Gunpowder	pounds 50	12	Honduras.
Guns and pistols		386	Do.
Do		10	Nicaragua.
Hardware		64	Guatemala.
Do		1,522	Honduras.
Do		52	Nicaragua.
Do		99	United States.
Hats		150	Honduras.
Do		70	Nicaragua.
Hay and oats		2	Honduras.
Hides and skins	pounds 70,936	3,329	United States.
Iron fencing		49	Honduras.
Iron, galvanized		2,118	Guatemala.
Do		514	Honduras.
Jewelry		208	Do.
Lard	pounds 300	25	Do.
Limes	barrels 171	25	United States.
Logwood	tons 9,932	220,664	France.
Do	do 342	6,508	Germany.
Do	do 837	20,591	Holland.
Do	do 23,306	553,036	United Kingdom.
Do	do 122	2,837	United States.
Lumber	feet 4,256	65	Honduras.
Mahogany	do 2,749,214	171,172	United Kingdom.
Do	do 20,462	13,221	United States.
Mangoes	barrels 1234	147	Do.
Matches		7	Guatemala.
Do		175	Honduras.
Metal, old	pounds 4,401	222	United Kingdom.
Musical instruments		261	Honduras.
Oils, mineral	gallons 10	8	Guatemala.
Do	do 1,165	290	Honduras.
Oils, other	do 42	37	Do.
Oranges	barrels 4891	944	United States.

Exports from Belize for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value, including costs and charges.	Whither exported.
Paints.....		\$138	Guatemala.
Do.....		182	Honduras.
Do.....		8	Nicaragua.
Pears.....	number.. 4,275	43	United States.
Perfumery.....		5	France.
Do.....		225	Honduras.
Do.....		10	United Kingdom.
Do.....		58	United States.
Do.....		8	Norway.
Pineapples.....	number.. 504	14	United States.
Pitch and tar.....		6	Honduras.
Plantains.....	number.. 985,325	9,685	United States.
Plants, seeds, etc.....		1	Do.
Preserved provisions.....		236	Guatemala.
Do.....		2,363	Honduras.
Do.....		202	Nicaragua.
Rice.....		294	Honduras.
Rope and twine.....		429	Do.
Do.....		53	Nicaragua.
Rosewood.....	pounds.. 160	300	France.
Do.....	do.. 2,385	812	United Kingdom.
Do.....	do.. 17,510	5,162	United States.
Saddlery and harness.....		72	Honduras.
Salt.....		198	Do.
Do.....		38	Nicaragua.
Chicle (chewing gum), or sapodilla gum.....	pounds.. 841,349		
Do.....	do.. 83,850	96,408	United States.
Sarsaparilla.....	do.. 421	105	United Kingdom.
Do.....	do.. 7,016	1,827	United States.
Sewing machines.....		118	Honduras.
Ship chandlery.....		20	Do.
Shot and ammunition.....		51	Do.
Shingles.....	number.. 45,000	16	Do.
Silks.....		491	Do.
Soap.....	pounds.. 3,600	80	Guatemala.
Do.....	do.. 55,710	1,528	Honduras.
Do.....	do.. 41,850	52	Nicaragua.
Spirits:			
Brandy.....	gallons.. 189	446	Guatemala.
Do.....	do.. 1,475	3,032	Honduras.
Do.....	do.. 116	104	Nicaragua.
Do.....	do.. 8	40	United States.
Cordials.....	do.. 14	20	Guatemala.
Do.....	do.. 20	22	Honduras.
Gin.....	do.. 4	6	France.
Do.....	do.. 96	104	Guatemala.
Do.....	do.. 462	516	Honduras.
Do.....	do.. 1	2	Nicaragua.
Do.....	do.. 31	31	United Kingdom.
Rum.....	do.. 109	147	Guatemala.
Do.....	do.. 979	807	Honduras.
Do.....	do.. 94	113	Nicaragua.
Do.....	do.. 12	7	United States.
Whisky.....	do.. 2	8	France.
Do.....	do.. 526	1,302	Guatemala.
Do.....	do.. 1,554	2,662	Honduras.
Do.....	do.. 415	190	Nicaragua.
Do.....	do.. 91	219	United States.
Other.....	do.. 625	1,148	Honduras.
Do.....	do.. 2,554	1,864	Nicaragua.
Sponges.....	pounds.. 7,166	1,846	United Kingdom.
Do.....	do.. 12,053	3,060	United States.
Sugar.....		805	Guatemala.
Do.....		141	Honduras.
Sundries.....		3,259	Guatemala.
Do.....		1,847	Honduras.
Do.....		19	Nicaragua.
Do.....		225	United States.
Tea.....	pounds.. 150	93	Honduras.
Tobacco.....	do.. 50	8	France.
Do.....	do.. 1,290	106	Honduras.
Do.....	do.. 555	69	United Kingdom.
Tortoise shell.....	do.. 3,208	15,055	Do.
Toys.....		27	Honduras.
Wines:			
Sparkling.....	gallons.. 26	180	Guatemala.
Do.....	do.. 12	95	Honduras.
Do.....	do.. 4	40	United States.
Other.....	do.. 412	852	Guatemala.
Do.....	do.. 2,108	1,813	Honduras.
Do.....	do.. 28	27	Mexico.

Exports from Belize for the year ending December 31, 1896—Continued.

Articles.	Quantity.	Value, including costs and charges.	Whither exported.
Wines—Continued.			
Other gallons	287	\$280	Nicaragua.
Do do	2	4	United States.
Wood and wicker ware		45	Honduras.
Woolen goods		1,632	Do.
Total (United States gold)		1,571,530	

TRADE WITH THE UNITED STATES.

Imports and exports between Belize and the United States for the year 1896.

Articles.	Imports.		Exports.	
	Quantity.	Value.	Quantity.	Value.
Aerated waters		\$288		
Bacon and hams		11,605		
Bananas bunches			414,308	\$94,886
Banana flour				
Blinds and sash		3,591		
Books and stationery		3,254		
Boots and shoes		44,109		
Brush ware		1,298		
Butter		11,349		
Cheese		5,251		
Clothing		11,710		
Confectionery		3,980		
Cotton goods		72,256		
Cocconuts			1,233,466	12,798
Drugs and chemicals		11,950		
Earthenware and glassware		2,220		
Furniture		10,244		
Guns and pistols		1,258		
Hardware and cutlery		26,830		99
Hats		2,200		
Hides pounds		2,903	70,996	3,829
Jewelry and plate		2,717		
Lamps and lamp ware		1,085		
Leather			17 ⁺	25
Limes barrels			122 ⁺	2,837
Logwood tons		3,210		
Musical instruments			122 ⁺	197
Mangoes barrels			20,462	13,221
Mahogany feet			488 ⁺	944
Oranges barrels		1,003		
Paints pounds		6,338		58
Perfumery		68,313		
Provisions			4,275	43
Pears, alligator number			504	14
Pineapples do			485,325	9,635
Plantains do				
Rope and twine		3,924		
Rubber, India		1,886		
Saddlery and harness		4,644		
Sewing machines		1,854		
Ships' chandlery		1,371		
Shot and ammunition		24,175		225
Sundries			925,199	96,408
Sappodilla gum (chicle) pounds			7,016	1,827
Sarsaparilla			15,063	3,000
Sponges				
Sugar				
Toys		1,412		
Turpentine		44		
Rosewood pounds			17,510	5,162
Wood and wicker ware		4,290		
Woolen goods		651		
<i>Specific duty.</i>				
Beer, porter, etc gallons	17,613	12,311		
Candles, tallow pounds	6,229	478		
Candles, other do	38,069	2,831		
Cigars number	211,330	4,205		
Cigarettes do	2,101,080	2,910		

Imports and exports between Belize and the United States—Continued.

Articles.	Imports.		Exports.	
	Quantity.	Value.	Quantity.	Value.
<i>Specific duty—Continued.</i>				
Claret wine..... gallons	1,048	\$733		
Coffee..... pounds	77,536	11,421	11,163	\$2,283
Cocos..... do	2,995	351		
Gunpowder..... do	50	13		
Hay and oats..... do	691,882	17,433		
Lard..... do	168,932	7,073		
Lumber:				
Dressed..... feet	1,063,831	17,433		
Rough..... do	1,063,966	16,154		
Oils:				
Mineral..... gallons	140,840	16,494		
Other..... do	2,018	663		
Opium..... pounds	23	64		
Revolvers..... number	21	95		
Rifles..... do	78	778		
Soap..... pounds	86,782	3,979		
Spirits:				
Brandy..... gallons	10	6	8	40
Rum..... do			12	7
Gin..... do	4	11		
Other..... do	2	5		
Whisky..... do	1,189	1,189	91	219
Sugar:				
Refined..... pounds	123,202	6,914		
Unrefined..... do	37,281	1,824		
Tea..... do	8,422	783		
Tobacco:				
Leaf..... do	115,040	8,963		
Other..... do	2,767	1,009		
Wines:				
Sparkling..... gallons	2	11	4	40
Still..... do	448	339		
Other..... do			2	4
<i>Free list.</i>				
Agricultural implements.....		1,569		
Animals:				
Cattle..... number	109	4,075		
Fowls..... do	6,220	2,755		
Horses and mules..... do	160	8,146		
Others..... do	154	187		
Beef and pork..... barrels	6,170	57,936		
Books, printed.....		1,698		
Bread, pilot..... pounds	157,765	4,754		
Bricks.....		333		
Bullion and coin.....		102,629		76,947
Cement and lime.....		349		
Church vestments.....		251		
Coal and coke..... tons	336	1,649		
Corn, indian.....		16,479		
Fish, salted.....		5,994		
Flour..... barrels	18,360	67,599		
Fruits, fresh.....		2,684		
Gold dust.....				560
Hides and skins.....				
Ice.....		3,904		
Iron fencing.....		1,545		
Manures.....		250		
Maps and charts.....		12		
Machinery.....		4,502		
Meat, fresh.....		1,007		
Palings.....		563		
Plants and seeds.....		355		
Plant for railroad.....		5,647		
Pumps.....		573		
Rice..... pounds	61,615	1,146		
Rubber, india.....		5		
Salt..... pounds	1,265	14		
Shooks and staves.....		200		
School appliances.....		188		
Tar and pitch.....		644		
Tanks and vats.....		4,562		
Tombstones.....		571		
Trucks and carts.....		858		
Uniforms.....		20		
Vegetables.....		4,703		
Vessels.....		70		
Total (United States gold).....		790,458		312,997

Value of exports declared for the United States at Belize during the year ended June 30, 1897.

Articles.	Quarter ending—				Total for the year.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bananas and plantains.....	\$21,430.90	\$22,170.00	\$25,601.01	\$26,907.40	\$96,109.31
Coffee.....		2,014.59	2,087.83		4,102.42
Cocoanuts.....	8,100.00	6,329.11	4,002.72	2,028.27	20,460.10
Chicle (chewing gum).....	20,220.76	25,211.28	34,767.11	22,150.74	102,349.89
Gold dust.....	562.50		2,524.34		3,086.84
Hides.....	699.22	1,142.30	643.80	625.76	3,111.08
India rubber.....		609.25	589.30	1,118.57	2,317.12
Logwood and mahogany.....	366.12	2,702.50	1,978.22	218.17	5,265.01
Sundries.....	2.80	285.60	267.49	109.70	665.09
Returned goods.....	116.06	353.44	38.50	943.50	1,451.49
Total.....	51,497.85	60,818.07	72,500.32	54,102.11	238,918.35

Navigation at the port of Belize for the year ending December 31, 1896.

Flag.	From or to—	Entered.				Cleared.			
		Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British.....	United Kingdom.....	10	19,220	2	1,182	4	4,257	7	2,731
Foreign.....	do.....			2	915			46	17,255
British.....	France.....			2	755			4	1,347
Foreign.....	do.....			2	755			24	8,296
Do.....	Germany.....	1	1,697					1	343
British.....	do.....							1	286
Do.....	Holland.....								
Foreign.....	do.....			1	404			1	343
Do.....	Gibraltar.....			1	373				
Do.....	United States.....	82	46,019	4	562	80	45,396	1	58
British.....	do.....	24	22,317	5	682	22	21,257	1	184
Do.....	Mexico.....	1	716	22	299	11	19,437	22	268
Foreign.....	do.....	1	579	7	410			7	114
Do.....	Guatemala.....	59	35,600	22	595	62	38,763	17	544
British.....	do.....	2	715	65	793	3	2,325	44	672
Do.....	Honduras.....	1	1,137	62	2,148	1	1,137	80	2,706
Foreign.....	do.....			113	2,615			108	2,954
Do.....	Nicaragua.....			6	413			6	150
British.....	do.....							7	429
Do.....	Venezuela.....			3	971				
Foreign.....	do.....			2	786				
Do.....	Colombia.....			2	734				
Do.....	Brazil.....			23	8,228				
British.....	do.....			4	1,538				
Do.....	Uruguay.....			1	204				
Do.....	Barbados.....			1	316				
Foreign.....	do.....			21	6,767				
Do.....	Jamaica.....			2	719				
British.....	do.....			1	48				
Foreign.....	Trinidad.....			1	343			1	48
Do.....	St. Thomas.....			3	946				
British.....	Antigua.....			1	321				
Foreign.....	Bermuda.....			1	355				
Do.....	Guadaloupe.....			1	441				
British.....	West Africa.....			1	424				
Foreign.....	do.....			1	331				
Do.....	South Africa.....			1	313				
British.....	St. Kitts.....	4	4,257						
Foreign.....	Santo Domingo.....					1	1,697		

CENTRAL AMERICA: BRITISH HONDURAS AND COSTA RICA. 531

Number and tonnage of sailing vessels of each nation entered and cleared at Belize.

Flag.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	42	48,362	181	9,289	41	48,413	167	8,571
German	2	2,276	3	960	2	2,276	7	2,556
Norwegian	36	15,172	47	16,507	36	15,143	51	18,962
Russian	1	649	5	1,833	1	649	4	1,459
Swedish .....	.....	.....	7	2,424	.....	.....	7	2,397
American	108	65,842	19	873	108	65,742	19	775
Mexican .....	.....	.....	6	186	.....	.....	7	176
Honduranian .....	.....	.....	112	2,440	.....	.....	108	2,377
Italian .....	.....	.....	1	343	.....	.....	1	343
Danish .....	.....	.....	3	907	.....	.....	3	917
Guatemalan	1	16	7	60	1	16	9	63
Total	185	132,317	301	35,882	184	132,239	378	38,628

COSTA RICA.

From an official publication just issued, I extract the following statistics concerning Costa Rica:

Number and value of fincas in the Republic.

[N. B.—A finca is any piece of real estate, whether farm or house lot.]

Year.	Number of fincas.	Value.
1893	73,543	\$51,304,640
1894	76,606	55,140,313
1895	79,661	59,244,326
1896	82,614	62,960,222
1897	85,755	67,711,306

Mortgages on the above properties.

Year.	Number of fincas.	Mortgage.	Per cent.
1893	8,968	\$12,132,264	23.65
1894	9,528	14,110,510	25.59
1895	9,928	15,231,306	26.05
1896	10,511	16,831,402	26.73
1897	11,055	17,686,872	26.12

Coffee crop.

Year.	Sacks.
1893	190,700
1894	179,688
1895	184,825
1896	196,263
1897	227,562

Each sack contains 60 kilograms, or 132.27 pounds.

Bananas exported.

Year.	Number of bunches.	Tons.
1893.....	1,278,647	42,621
1894.....	1,374,966	45,533
1895.....	1,585,817	52,961
1896.....	1,622,102	56,400

The report for 1897 has not yet been made.

Internal debt.

Year.	Amount.
1893.....	\$2,920,000
1894.....	2,800,000
1895.....	1,800,000
1896.....	1,410,000
1897.....	1,120,000

Exports for the first six months of 1897.

Articles.	Value in American gold.	Per cent.
Coffee.....	\$4,006,160.25	89.70
Bananas.....	225,267.50	4.33
Timber.....	262,862.64	5.05
Various.....	47,676.19	.92
Total.....	5,201,966.58	100.00

Countries to which exported.

Countries.	Value in American gold.	Per cent.
England.....	\$2,770,196	53.25
United States.....	1,859,470	35.13
Germany.....	924,300	17.77
Various.....	148,000	2.85

Imports for the first six months of 1897.

From—	Value in American gold.	Per cent.
United States.....	\$371,646.91	38.69
England.....	518,833.37	23.02
Germany.....	357,652.02	15.87
France.....	167,308.77	7.43
Other countries.....	337,534.32	14.99
Total.....	2,252,970.39	100.00

It will be observed from this last table that the imports from the United States have steadily increased until they now about equal in amount those of England and Germany combined.

JOHN C. CALDWELL, *Consul.*

SAN JOSE, January 14, 1898.

SUPPLEMENTARY REPORT.

I have the honor to inclose two tables showing the imports into Costa Rica from 1883 to 1894, inclusive.

Table I is a general résumé of the yearly value of all imports into Costa Rica, by countries, from 1883 to 1893, inclusive.

Table II contains a complete list of all articles imported from the United States during 1894, their quantity and value, together with the quantity and value of such of the same articles as were imported from Great Britain, France, and Germany, our principal competitors.

I have thought this table would be of value to our merchants and manufacturers, as showing the kind and amount of importations into this country, together with the amount and relative value of the same articles which came from our commercial rivals.

I regret that the latest detailed returns published are those for the year 1894. Those of 1895 and 1896 will be published in a few months.

It will be observed that the per cent of importations from the United States for the eleven years ending in 1893 was 28.363. For the first six months of 1897, this per cent had increased to 38.69, about equal to that of Great Britain and Germany combined.

JOHN C. CALDWELL, *Consul.*

SAN JOSE, *February 19, 1898.*

*General résumé of imports into Costa Rica by nations and years, 1883-1893
(values in gold).*

Nations.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
United States	\$741,090	\$943,785	\$856,645	\$1,010,490	\$1,440,729	\$1,793,877	\$1,780,156
Great Britain (with Jamaica)	952,815	2,024,751	1,667,940	1,373,896	1,771,466	1,649,402	1,932,280
France	260,823	359,064	443,302	394,946	612,076	500,510	559,697
Germany	98,061	104,932	606,016	582,109	815,729	833,882	1,229,340
Spain (with Cuba)	5,063	11,561	4,287	42,247	32,750	104,168	188,993
Belgium	-----	-----	-----	6,044	997	5,659	2,124
Italy	-----	576	-----	-----	4,608	11,596	24,015
Switzerland	-----	881	-----	-----	-----	-----	-----
Mexico	1,162	1,010	813	425	510	1,147	-----
Central America	89,739	33,799	25,564	103,646	101,954	149,999	206,998
Colombia	5,339	11,847	6,144	4,789	798,066	64,625	335,934
Ecuador	10,293	29,717	20,600	14,489	21,741	80,642	104,871
Peru	-----	-----	5,118	9,600	-----	445	-----
Chile	800	-----	5,472	-----	-----	-----	-----
China and Japan	-----	-----	-----	-----	-----	-----	-----
Total	2,166,075	3,521,922	3,660,981	3,537,651	5,601,226	5,201,922	6,306,406

Nations.	1890.	1891.	1892.	1893.	Total.	Per cent.
United States	\$2,255,138	\$2,419,243	\$1,295,682	\$1,299,615	\$15,998,420	28.363
Great Britain (with Jamaica)	1,448,576	2,118,509	1,793,754	1,723,893	18,402,262	32.755
France	773,482	888,086	526,382	807,761	6,112,088	10.878
Germany	1,261,798	1,697,400	947,647	1,123,836	9,300,790	16.553
Spain (with Cuba)	236,053	806,501	313,544	232,049	1,778,846	3.162
Belgium	13,051	6,941	7,280	-----	42,086	.075
Italy	35,247	20,538	32,412	-----	168,890	.301
Switzerland	-----	-----	-----	36,829	831	.002
Mexico	10,586	20,972	18,725	11,968	67,243	.120
Central America	218,721	228,076	252,691	143,437	1,566,644	2.788
Colombia	268,028	157,628	82,326	228,036	1,983,361	3.494
Ecuador	94,080	194,975	125,416	94,387	791,131	1.408
Peru	-----	3,121	3,890	-----	22,174	.039
Chile	-----	-----	-----	2,621	8,898	.016
China and Japan	-----	-----	-----	28,000	28,000	.046
Total	6,615,410	8,351,029	5,389,749	5,833,447	56,185,769	100.000

Imports into Costa Rica from the United States, Great Britain, France, and Germany in 1894.

[N. B.—Articles not contained in this list were imported from other countries than the United States. This list of imported articles is complete for the United States alone. Values are given in gold. A kilogram = 2.2046 pounds.]

Articles.	United States.		Great Britain.		France.		Germany.	
	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.
Acid:								
Stearic	11,807	\$3,049.81						
Sulphuric	2,159	114.45	1,785	\$176.69				
Tartaric	931	279.82	733	361.50	480	\$208.46		
Advertisements	1,306	387.10	101	12.81				
Adzes	66	41.00						
Agricultural machinery			506	135.50			48,617	\$3,083.00
Agricultural materials	4,233	990.75						
Almanacs	284	135.10						
Almonds	22	10.50	210	45.00	122	47.40		
Ammunition	541	78.10					12,680	978.25
Antiques (reimported)	9,200	9,200.00						
Apples	1,424	193.78						
Asphalt	139	14.25						
Axes	7,213	2,763.78						
Ax handles	1,835	205.38	710	86.87			33	21.50
Baby carriages	31	44.90						
Bacon	149	55.58						
Baking powder	744	382.07						
Barbers' supplies	13	27.85						
Barley (pearl)	25,651	1,886.69	1,240	156.56			1,056	123.50
Barrels (empty)	450	55.65						
Baskets	498	308.80					706	360.50
Bath tubs	420	84.50						
Beams	568	137.77						
Beans	122,759	9,066.52						
Beer, in bottles	161,687	13,352.15	57,644	5,309.12			416,228	40,189.75
Bells	48	26.39						
Billiard cushions	29	141.00						
Billiard table	1,180	780.00						
Bitters	580	370.00			104	160.80		
Blacking (shoe)	8,909	1,840.79	56	30.00			418	89.50
Blankets	23,522	12,389.67	9,153	6,747.16			271	256.25
Blankets (wool)	64	59	13,917	11,588.27			5,509	3,715.25
Books:								
Blank	3,857	3,528.50					11,185	367.75
Memorandum	51	40.65			2,162	409.60		
Printed	3,487	2,926.70	1,170	534.27	5,178	2,527.20		
Borax	306	38.72	72	25.00				
Bottles (empty)	12,447	1,402.69	2,080	568.00	5,408	521.73	14,981	1,068.75
Boxes:								
Fancy wooden	534	34.40						
Iron	3,618	515.00						
Music	64	72.60			246	120.00	152	210.75
Pasteboard	1,837	347.73					2,732	1,530.25
Brandy	56	137.00	895	219.61	39,936	14,973.33	6,371	2,137.25
Bricks	359	26.45						
Brooms	10,279	2,377.96	1,157	287.25			47	12.00
Brushes	1,178	519.41					293	168.50
Brushes, paint	5	13.64					5	19.25
Bull head	1	130.00						
Butter	17,815	6,708.58	111	56.25	2,359	1,043.40	5,921	3,728.75
Cages	30	40.00						
Canary seed	1,325	133.30	1,629	134.25			4,682	365.50
Candles, composition	4,372	1,065.09	173,491	29,963.04	881	243.77	75,663	13,719.00
Candle wicks	7	12.00					1,336	1,120.75
Candy	8,999	2,229.34	4,667	835.81	529	209.40	8,396	1,559.75
Canvas, cotton	7,621	4,184.97	285	105.75				
Capsules, empty	429	106.00						
Cards, playing	122	133.20					599	166.50
Carpets, woolen	663	386.34						
Carts and accessories	17,555	2,556.35						
Castors	67	6.90						
Cement	11,647	705.02	76,852	1,398.42			152,532	1,970.25
Cheese	8,829	2,792.23	2,507	818.12	958	445.05	14,871	4,130.25
Chickens	181	37.00						
Chints	28,977	20,821.63	113,111	92,498.91			1,931	1,983.75
Chocolate	331	134.75			693	310.88		
Churns	131	28.95						
Cigarette paper	326	132.21			879	599.80	13,756	2,066.50
Cigarettes	1,224	1,378.39	1,049	3,016.50			2,381	2,140.75
Cigars	1,195	206.88	1,418	7,962.62			8,575	4,905.25

Imports into Costa Rica from the United States, Great Britain, France, and Germany in 1894—Continued.

Articles.	United States.		Great Britain.		France.		Germany.	
	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.
Cinnamon	205	\$38.65						
Claterns, iron	1,116	186.19						
Clocks	1,065	1,642.93		\$205.93	130	\$578.67	428	\$985.25
Cloth:								
Felt	135	388.65						
For painting	74	60.98						
For sails	304	119.99						
Twilled	22	24.22						
Clothing, ready-made.	840	1,434.88	582	1,656.54			616	1,223.25
Coaches	2,373	194.32						
Coal	1,128,764	7,085.83	8,347,300	23,828.40			102,086	528.00
Coal oil	305,017	13,769.46						
Codfish	40,415	6,112.44	31,655	8,785.44			23,302	2,032.75
Cod liver oil	2,249	975.84	434	351.98			1,007	234.50
Coffee mills	1,731	371.63						
Coffins	515	228.60						
Collars and cuffs	21	8.00					841	1,503.00
Copper plates	1,685	582.00	604	491.20				
Copper nails	1,500	100.20			4,131	759.38		
Copper sulphate	203	21.29						
Cord	4,658	910.06						
Cord cotton	3,643	905.47	104	62.50				
Cordage	17,475	2,632.99	2,624	419.33			20,292	2,946.25
Corks	3,321	1,304.55	2	15.00			3,563	2,855.00
Corkscrews	5	6.80						
Corn	1,139,125	50,486.64						
Corn meal	17,069	1,520.13						
Cornsheller	166	26.40						
Cotton cloth	889	461.24			508	464.00	14,433	10,230.75
Cotton cloth, gray	23,558	10,147.42	15,886	7,653.87				
Cotton	1,020	167.26						
Cotton netting	746	348.86	33,630	23,729.54	1,064	1,961.09		
Cows, head	3	390.00						
Crackers	16,011	2,583.86	12,189	2,658.18	311	85.00	9,830	1,992.25
Crockery ware	2,435	521.60	17,360	2,496.16			102,411	10,677.00
Demijohns	961	179.38					900	145.75
Dentists' materials	11	120.59						
Desk effects	1,009	793.31			165	56.58		
Doors, wooden	315	29.47						
Drawing materials	13	18.80						
Drilling	2,677	1,516.75	23,929	15,803.31			52,501	37,266.25
Drilling, blue	15,695	2,703.16						
Drilling, common	42,679	16,932.63	60,118	20,508.39				
Drugs and medicines	78,686	20,187.99	18,791	18,916.10	5,463	4,343.65	5,221	4,993.50
Dynamite	2,089	791.55						
Eggs	143	42.45						
Emery wheels	16	7.00						
Envelopes	1,671	530.12	507	406.50	855	270.60		
Extracts, flavoring	184	215.01						
Extracts, for sirup	22	38.40						
Feather dusters	35	35.40						
Fence wire	270,877	13,264.17	4,180	245.00			273,681	16,494.25
Firecrackers	876	257.70						
Fireworks	421	351.18						
Fish, preserved	42,969	7,725.06			22,743	5,529.88		
Fish lines	47	22.94						
Flannel, cotton	96	140.32	2,995	2,567.43				
Flasks	12	5.50						
Flatirons	2,771	231.97	1,500	89.81	10	4.00	3,110	205.00
Flaxseed	83	23.18	870	94.00	56	7.00		
Flaxseed oil	4,671	745.02	10,228	1,363.12			8,625	1,169.75
Florida water	9,409	3,741.17	78	102.50				
Flowing pieces and revolvers	72	85.41	25	55.00	140	94.24	1,108	720.25
Freezers	92	18.93						
Fruits	3,544	477.10						
Fresh	5,137	505.52						
Preserved	1,430	239.87	110	37.50				
Frying pans	200	29.94	347	40.75				
Furniture	44,581	11,359.18	4,204	1,601.10			13,912	4,792.75
Furniture, used	570	325.00			16,990	5,925.60		
Garlic	384	165.29						
Gimlets	96	39.10						
Gin	2,061	679.80	13,604	1,371.18				
Gingham	127	90.20	472	539.89				
Glassware	250	48.77						
Glass tumblers	6,449	1,181.67					4,829	654.25
Globes, aerostatic	31	66.00						
Glue	893	224.61	438	101.25			781	173.00

Imports into Costa Rica from the United States, Great Britain, France, and Germany in 1894—Continued.

Articles.	United States.		Great Britain.		France.		Germany.	
	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.
Grapes	2,259	\$568.28						
Grates for drains	265	33.90						
Grease:								
Yellow	99,473	14,471.84						
Axle	17,869	1,616.37						
Grindstones	190	33.42						
Gum	211	78.20						
Gum drops	684	133.00	215	\$70.50				
Gun caps	146	209.16						
Gutta-percha objects	99	128.27						
Gypsum	672	26.78						
Hams	17,325	4,837.98	975	308.75	48	\$24.80	1,770	\$761.00
Hardware	150,883	33,047.79	1,387	690.25	7,171	7,589.96	6,411	2,674.00
Harness	73	104.23						
Hatchets	100	42.40						
Hats	930	2,209.36	3,711	5,733.47	4,129	8,620.80	303	458.50
Hay	32,448	888.74						
Hay-cutters	273	51.00						
Hayrakes	27	10.00						
Hay seed	453	206.00						
Hectographs	7	27.00						
Hens	59	27.25						
Herrings	3,076	298.49						
Hides	3,981	2,782.75						
Hinges	6,184	697.69	248	62.63				
Hooks and eyes	36	69.00	70	59.75				
Hooks for clothing	203	46.02						
Hops	1,327	646.32					220	207.25
Horses (2 head)		648.00						
Horseshoes	12,730	1,159.01						
Incubator	86	23.33						
Indigo balls	56	11.15						
Ink:								
Printers'	530	359.98			130	20.00		
Writing	1,921	370.78	64	5.27	2,372	303.00	4,590	459.50
Iron:								
Boxes	3,618	515.00						
For boilers	416	33.00						
Cubes	34	7.62					2,710	247.00
Galvanized, for roofs	1,807	263.50	528,556	33,740.79				
Manufactures	15,012	2,344.13	16,290	2,910.75	1,487	306.40	75,240	4,837.00
Moldings	406	356.75						
Nails	20,567	1,159.78	5,832	585.75			13,611	1,076.25
Pans	436	39.60						
In pieces	5,597	943.52	46,347	1,923.54			4,067	140.00
Jewelry, fine	9	321.25						
Kegs, wooden	24,379	1,776.06						
Keys	791	239.28						
Knives	1,018	875.37	1,114	761.58			123	53.50
Knives and forks for table	107	228.90					301	201.50
Lampchimneys	4,785	642.95						
Lamps:								
Electric and accessories	457	825.00						
Glass	2,763	1,489.77						
Metal	60	19.80						
Lanterns	649	217.70						
Paper	104	44.10						
Lead	640,543	108,158.64						
Lead	352	68.40					474	54.75
Lead pencils	345	291.23					106	53.75
Leather straps	61	137.50						
Lentils	225	72.44					218	18.25
Lime	6,072	89.67						
Limes	171	45.47	187	116.06				
Linen cloth	1,488	380.00	29,309	15,844.87			67	87.50
Liquors	310	99.10	1,130	504.37	3,234	1,204.67		
Locks	2,130	783.39	310	119.06				
Looking glasses for furniture	12	17.00						
Lumber	6,989,855	10,084.49	176,610	8,350.00	55	23.80		
Machetes	5,250	4,472.52	14,763	6,089.89			11,959	5,620.75
Machine oil	55,105	2,963.59	102	10.25				
Machinery	81,541	19,068.36	10,989	6,226.72	84	20.60	7,499	1,836.00
Machinery for mining	11,211	3,077.50						
Machines for making beer	5,648	653.32						

Imports into Costa Rica from the United States, Great Britain, France, and Germany in 1894—Continued.

Articles.	United States.		Great Britain.		France.		Germany.	
	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.
Machines for coffee	26,471	\$5,402.20	17,389	\$4,404.54				
Machines for sugar	10,921	3,245.85	100,259	19,862.00				
Machines, sewing	19,386	6,379.78	230	102.50				
Mackerel	422	74.00						
Maizena	10,416	1,754.67						
Mangers, iron	199	16.92						
Manila:								
Rope	744	132.43						
Tiles	818	27.90						
Marble dust	11,298	162.31						
Mares (2-head)		1,063.00						
Markers	5	4.53						
Matches	57	10.54	5,508	745.00			59,808	\$12,335.25
Mats	301	60.50						
Measures, wooden and tape	10	10.14					48	66.00
Meats in brine	8,434	710.78						
Meats, preserved	74,643	7,434.47	104	249.25				
Merchandise, various	80,025	12,741.45			16,912	\$23,097.88	5,397	2,736.00
Milk, condensed	16,171	3,534.86	29,358	5,416.12	4,390	817.40	1,573	300.50
Milk pans	75	23.00						
Mineral water	600	65.38	2,476	283.19	5,535	864.97	16,393	1,002.00
Mining machinery	11,211	3,077.50						
Money, coined	73	1,316.68						
Moldings, iron	406	355.75						
Music boxes	64	72.60			248	120.00	152	210.75
Musical instruments	498	178.10			182	236.20	197	205.00
Nails:								
Copper	1,500	100.20			4,131	759.38		
Iron	20,587	1,159.78	5,832	555.75			13,611	1,076.25
Galvanized	3,252	381.42						
Nursing bottles	24	10.61						
Nutmegs	49	55.00						
Oars	696	144.81						
Oats	44,570	2,092.65	4,113	533.33				
Ocher	504	21.00						
Red	987	127.76						
Oil:								
Bands	1,453	897.06						
Cloth	4,073	2,410.54	365	121.04				
Coal	305,017	13,763.46						
Cod-liver	2,249	975.84	434	351.96			1,007	234.50
Flaxseed	4,671	745.02	10,229	1,393.12			8,625	1,169.75
Machine	55,105	2,983.89	102	10.25				
Olive	5,956	686.04	301	86.97	14,744	2,614.16	4,496	860.00
Palm	2,555	410.73					3,698	420.50
Oleomargarine	1,517	329.38						
Onions	24,302	2,240.85						
Opium	122	553.00	64	406.87				
Ovens	122	26.72						
Oysters	218	84.00						
Padlocks	251	202.39	1,430	491.17			96	65.50
Paint	9,097	1,326.04	2,933	1,838.93			55,417	3,904.75
Paint brushes	190	238.32						
Paniers	220	129.40						
Pans, iron	436	39.60						
Paper:								
Various	1,947	1,636.18			249	80.40		
Bags	2,688	497.37						
Brown	202	28.60					3,631	272.75
Blotting	240	28.70						
Music	8	14.45						
Printed	1,850	415.70						
Sand	761	151.41						
Tissue	1,422	343.54						
Wall	1,305	860.00					1,220	352.00
Wrapping	7,635	732.16	145	42.08			88,127	6,174.50
Writing	4,269	1,195.66	1,302	870.66	1,041	314.40	5,892	1,248.75
Paraffin	147,476	23,583.49						
Paste, edible	14,710	2,092.80			26,685	3,256.88		
Pasteboard boxes	1,837	347.73					2,782	1,330.25
Peanuts	1,040	148.78						
Peas	10,116	757.71						
Pencils, lead	345	291.23					106	53.75
Pens, steel	30	83.00						
Pepper:								
Ground	576	133.20	94	29.00				
Unground	75	11.00	1,611	349.50				
Perfumery	1,756	1,196.32	536	462.56	3,754	3,301.10	266	143.50

Imports into Costa Rica from the United States, Great Britain, France, and Germany in 1894—Continued.

Articles.	United States.		Great Britain.		France.		Germany.	
	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.
Personal effects.	1,106	\$720.30					801	\$1,257.50
Pharmacy materials.	2,303	1,421.86	80	\$107.04	106	\$175.85	58	24.00
Phonographic supplies.	161	145.30						
Photographic supplies.	2,400	1,472.69						
Pickaxes.	357	85.18	1,290	322.50				
Pickles.	1,759	193.50	8,012	1,225.95	568	86.74	2,687	307.00
Pigs' tongues, pickled.	635	88.00						
Pipes, wooden, smoking.	1,375	1,113.56						
Pitch.	10,925	236.00						
Plants.	107	130.10	80	90.93				
Plates, iron.	1,878	237.00						
Playing cards.	122	133.20					599	106.50
Plummets.	52	15.44						
Poison for hides.	1,371	596.65						
Pork.	40,203	6,568.78						
Potatoes.	88	5.00						
Powder, gun.	7,357	2,206.26						8.25
Printed matter.	416	199.00			50	24.00	2,109	2,164.50
Printers' materials.	635	809.78						
Privies and accessories.	1,998	381.27						
Provisions.	70,544	11,735.32					1,235	685.00
Pulleys.	324	32.00						
Pumps.	1,293	441.85						
Putty.	3,576	216.15	1,255	59.00			227	15.50
Raisins.	1,472	264.31	290	39.83				
Rakes, hay.	27	10.00						
Rat traps.	385	101.11						
Red ochre.	967	127.76						
Resin.	226,626	6,868.04						
Revolvers.	14	136.00			56	461.46	278	9.25
Rice.	363,560	4,561.20	44,797	3,109.19	200	14.00	519,584	20,998.00
Rivets.	921	114.71						
Rubber hose.	48	61.27						
Rubber tires.	80	56.00						
Rubber tube.	1,116	942.00						
Sacks for coffee.	3,733	1,005.20	137,102	27,476.43			52,581	9,414.75
Sacks for minerals.	177	54.00						
Sacks for sugar.	257	106.37						
Saddles.	553	907.23						
Sago.	245	35.71	301	59.25				
Sailcloth.	304	119.99						
Salt.	115,201	2,868.42					372,590	4,271.25
Sandpaper.	761	151.41						
Sauces.	563	241.82	3,748	1,372.31			140	57.00
Sausages.	252	102.00			327	257.00	387	181.75
Saws.	1,998	534.29	242	160.91				
Saw teeth.	9	25.00						
Screens, metal.	14	5.50						
Screw-thread turners.	17	13.65						
Screws.	4,316	616.06	4,052	503.95				
Sealing wax.	285	51.36					60	12.00
Seeds.	3,957	1,061.50	191	138.75	140	33.20	346	116.75
Sewing machines.	19,386	6,379.78	230	102.50	234	290.60		
Shirts, cotton.	1,618	1,859.21	14,631	17,503.37	35	151.20	4,480	6,757.25
Shoes.	17,747	14,084.41	5,187	6,836.50	870	1,403.00	7,428	11,793.75
Shovels, iron.	10,877	1,805.36	14,272	3,513.16			178	151.00
Silk goods.	100	210.74						
Sirups.	69	54.50						
Skiffs.	225	85.10						
Slates.	56	5.50						
Soap, ordinary and perfumed.	8,421	1,064.76	29,084	3,058.05	1,457	154.00	47,928	4,080.25
Soda:								
Caustic.	54,378	4,741.49	22,256	1,295.00			3,767	284.50
Bicarbonate.	203	22.18	24,381	181.06				
Soda-water materials.	257	106.37						
Soup in tins.	31	7.00	51	17.50				
Spices.	1,038	217.36	6,707	1,752.04			225	70.00
Spoons.	76	55.86					2,724	1,838.00
Sprinkling tubes.	8	23.00						
Starch.	2,865	331.94	5,969	808.15			2,447	213.00
Staples.	5,685	302.02						
Steam injectors.	77	204.50						
Steam-launch necessities.	408	178.00						
Stearic acid.	11,807	3,049.81						

Imports into Costa Rica from the United States, Great Britain, France, and Germany in 1894—Continued.

Articles.	United States.		Great Britain.		France.		Germany.	
	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.	Kilo-grams.	Value.
Stearin	990	\$210.00			5,115	\$2,040.60	960	\$206.00
Stoolyards	3,147	702.85						
Steps	366	54.00						
Stirrups, wooden	50	13.40						
Stockings, cotton	38	346.50	1,220	\$1,601.31	139	440.40	7,370	8,901.00
Stoves	12,000	1,797.77					2,808	889.50
Furniture	766	104.46						
Oil	107	27.50						
Sugar	52,137	4,856.06			104	10.00		
Sugar mills and accessories	26,324	4,037.38						
Sulphate of copper	203	21.29						
Sulphur	281	14.69	1,231	219.78	1,569	391.89	227	28.50
Sulphuric acid	2,159	114.45	1,785	176.69				
Suspenders	71	68.00					24	2.500
Sweetmeats, various	11,785	2,794.21	2,754	538.85	1,189	438.49		
Swine (6 head)	293	91.58						
Syringes, rubber	64	84.00						
Tablecloths	24	80.70						
Tacks	649	209.92	406	115.00			722	294.25
Tallow	180,264	21,628.71					4,681	690.00
Tar	8,593	454.34	4,596	148.00	625	137.39	2,203	112.00
Tartaric acid	931	379.82	733	391.50	480	306.46		
Tea	183	163.43	368	299.77			27	36.75
Telegraph materials	7,505	1,521.40						
Thread	275	118.47	11,747	17,215.50			20	29.25
Tiles, manila	818	27.90						
Tin	289	378.57	596	217.75			265	115.00
Tin plate goods	775	212.92	60	39.25				
Tinware	525	141.99	2,490	216.26				
Tissue paper	1,422	343.54						
Tobacco, cut up	54	62.00						
Tomatoes	2,399	251.00						
Tools	3,640	1,779.16	292	103.60			734	363.75
Tow	2,349	583.23						
Tow	11	21.00	8	35.66	158	106.20	8,406	1,370.25
Toys	194	47.00						
Tree pullers	2,969	541.36						
Trunks								
Tubes:								
Iron	2,602	459.65						
For boilers	708	86.50						
For water pipes	11,638	1,793.84	13,511	1,091.91				
Tuba, wooden	217	19.90						
Turpentine	15,281	1,753.42	3,456	457.92			2,896	393.25
Umbrellas and parasols	64	66.10	6,823	5,396.08	4,264	5,243.00	3,355	4,554.00
Valises, leather	36	17.97						
Varnish	3,484	673.27						
Varnish for sugar boilers	152	48.99						
Vegetables, preserved	73	18.30						
Velocipedes	712	327.00						
Venetian blinds	29	16.00						
Ventilators	59	25.04						
Vermicelli	373	41.26						
Vignettes	221	522.97						
Vinegar	3,381	92.61	123	13.85	1,153	92.00	16,396	693.25
Wall paper	1,305	360.00					1,220	352.00
Walnuts	174	75.55	165	22.50	51	10.00		
Wheat	576,469	27,768.78						
Wheat bran	6,919	177.82						
Wheat flour	2,660,407	139,421.22						
Whips	147	180.50						
Whisky	25,450	9,283.97	2,446	712.87			50	6.00
White lead	455	62.38					695	8.50
Wicks	529	570.75	7,311	2,533.87			178	151.00
Windows, wooden	2,896	340.65						
Window glass	511	664.14	60,177	6,456.00			1,150	251.00
Wines:								
Common	4,175	541.45	1,317	334.37	126,560	21,174.36	36,550	3,527.00
Medicinal	143	59.00			2,301	1,137.50		
Wire	11,255	1,036.00	1,036	102.50			16,245	804.50
Electrical	10,345	5,397.97						
Fence	270,777	13,224.17	4,180	245.00			273,681	16,494.25
Netting	987	175.49	745	82.50			960	147.50
Wool, uncombed	2,763	1,459.77						
Zinc	302	58.28					31,370	3,218.50

Declared value of exports from the consular district of San Jose, Costa Rica, to the United States during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bananas	\$161,091.95	\$119,656.27	\$138,644.18	\$197,650.70	\$617,043.10
Bullion				1,200.00	1,200.00
Bullion, gold	4,000.00				4,000.00
Carboys		100.00	100.00		200.00
Cedar logs	4,673.00	4,870.00		1,079.60	10,622.60
Cedar, cubic feet				2,256.20	2,256.20
Cocobolo		60.00		120.00	180.00
Coffee	57,790.00	99,050.40	3,128,891.97	734,458.04	4,020,190.41
Household effects			100.00		100.00
Deerskins	2,545.41	714.00	206.40	1,718.04	5,181.85
Drugs		150.10			150.10
Dyewood	3,001.38				3,001.38
Fustic		160.00			160.00
Gramophone		25.00			25.00
Hides	17,458.85	13,665.29	18,342.71	25,890.84	75,357.69
Iron safe	50.00				50.00
Limes	28.00				28.00
Machinery			100.00	100.00	200.00
Mahogany		46.00		182.34	228.34
Old metal	69.45				69.45
Oranges				10.00	10.00
Ore				350.00	350.00
Plants, live				225.00	225.00
Rubber	4,516.66	2,682.00	5,144.92	5,511.02	17,854.60
Sarsaparilla	115.00	44.50			159.50
Shells	260.00	136.00			396.00
Skins	18.00		647.86		665.86
Soap coloring	25.00				25.00
Tortoise shells	25.60			96.00	120.60
Total					4,780,049.68

GUATEMALA.

Exports to the United States during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CHAMPERICO.					
Cacao				\$2.50	\$2.50
Coffee	\$22,384.00	\$183,160.92	\$667,513.56	802,504.62	1,675,563.10
Dry hides	9,625.04	3,891.33	4,019.76	4,682.88	22,219.01
Specie (silver)	4,546.00	185.00		6,000.00	10,731.00
Total	36,555.04	187,237.25	671,533.32	813,190.00	1,708,515.61
LIVINGSTON.					
Bananas	15,007.50	11,404.25	26,287.94	77,955.75	130,655.44
Chicle			82.42		82.42
Cigarettes (returned)	152.50				152.50
Coffee	24,243.90	16,415.80	37,650.06	53,091.06	131,400.81
Deerskins	19.20	79.00	14.48		112.68
Hides, neat	92.00	306.40	175.30		573.70
Horses (returned)			502.50		502.50
Iron nuts (returned)			32.00		32.00
Minerals, for assay			2.50		2.50
Oranges		7.50			7.50
Pineapples				217.50	217.50
Rice, seed		8.50	226.00		234.50
Rubber		207.25	75.80	45.00	328.05
Sarsaparilla		86.75			86.75
Saw				20.00	20.00
Shell, tortoise		540.00			540.00
Shovel handles (returned)			6.54		6.54
Vanilla	17.50				17.50
Total	39,532.00	29,064.45	65,124.53	131,829.31	265,040.89

GUATEMALA—Continued.

Exports to the United States during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
SAN JOSÉ DE GUATEMALA.					
Coffee.....	\$25,021.74	\$5,794.55	\$53,389.00	\$237,812.90	\$322,018.79
Deerskins.....	297.85		17.64		305.49
Dry hides.....	3,274.15	1,838.02	4,071.28	8,560.74	12,774.19
Rubber.....	563.04	2,089.20	2,074.23	1,472.80	6,179.36
Silver.....	72,198.59			6,002.50	78,201.09
Various merchandise and various personal effects.....	840.83	10.05		65.00	915.88
Total.....	102,186.20	9,711.82	59,552.84	248,943.94	420,394.80

HONDURAS.

I have the honor to submit the following report,* covering such information as I have been able to obtain concerning the trade relations between this port and the United States, showing the number of vessels arriving, their tonnage and nationality, and the value of imports and exports for the six months ending June 30 of the current year. I may say that the greater amount comes via Belize, shipped to that point from Mobile and New Orleans, and thence brought into this port by local sloops and schooners. I regret that I am unable to obtain reliable data concerning value of merchandise so imported, as most of it is entered at other ports and comes here under a custom-house permit, "guia franca," showing neither amounts or values.

This port was closed as a war measure during the spring of this year, and no action looking to its reopening was made until recently. This in part accounts for most of the freights coming via Belize.

Foreign vessels arriving.

Nationality.	Number.	Tonnage.
United States.....	15	6,800
Norwegian.....	1	1,001
English.....	1	691
Total.....	17	8,492

Excess of American tonnage.....	5,108
Total value of imports direct.....	\$5,600.00
Total value of exports to United States.....	\$2,266.25

IMPORTS AND EXPORTS.

I submit that an investigation of the trade relations of this port shows a small decrease in the imports as compared with those of the year previous. The chief articles of import to this country are salt beef, salt pork, hams, canned goods, butter, flour, sugar, hardware, cheese, crackers, candy, and cotton goods.

* In response to circular of August 10, 1897.

The shrinkage is not due to an increase of trade with other countries, but to a decrease in value of the silver peso—the money of the country. These people export almost nothing but bananas, plantains, cocoanuts, limes, oranges, and pineapples, and are paid for these products in their depreciated currency, but are obliged to pay for all imports in English or United States gold. The prices now paid for such produce are even less than when pesos were worth almost double their present gold value; thus, their ability to purchase has decreased. The average price of cocoanuts for the first half of each year for several years past has not exceeded 18 pesos per thousand, during which time pesos have fluctuated in value from 50 to 75 cents, gold. Now the price for the cocoanuts remains the same, while pesos have reached 40 cents and less in gold value. Since there is no increase in the production of cocoanuts, the conditions surrounding the producer must be apparent. The production of bananas has increased, but during the last three years, the prices paid for them have more than correspondingly diminished, not to speak of the shrinkage in value of money. The district of “the Bay Islands” has not progressed in the manner characteristic of a thriving and energetic people. The conditions obtaining years ago are prevalent to-day.

COLLECTIONS.

The laws are not favorable to the easy collection of debts, from the standpoint of an American. I mention an incident showing the difference between the laws of Honduras and those of the United States, which appears to me to be a hindrance to any system of credit, long or short, in this country. Some time since, I had occasion to attempt the collection of the claim of an American citizen for goods shipped to order of a citizen of Honduras. I held copy of order for the goods, a bill of lading from steamship for the same, but was told that “one thing thou lackest,” i. e., the receipt of the purchaser, written on the official stamped paper of Honduras, showing that he had received the identical goods ordered. The order, original or copy, bill of lading, and custom-house books, could not identify the goods or even prove a delivery to the purchaser under the laws of Honduras. I must admit, however, that had the United States exporter obtained the proper receipt for the goods, and if the purchaser had possessed the necessary assets, the debt could have been collected.

There are no difficulties met by traveling salesmen coming to this country which are worthy of note. The salesman at the port of entry has his samples weighed or counted and a “*guia franca*” permit is given to him by the collector of the port. As long as his sample case corresponds to the “*guia franca*,” he has no trouble, except the necessity for an occasional counting or weighing.

TRANSPORTATION.

The means of communication with the United States is by two lines of steamships from New Orleans, La., and the time usually occupied in making transit is four days.

No licenses are required to engage in business. Physicians must satisfy the medical board of Honduras of their professional ability, by examination or otherwise, before they can lawfully practice medicine or collect a fee for the same.

Only the crudest attempts, if any, are made in way of quarantine. There is no regular system of disinfection or fumigation.

There are no laws in Honduras requiring goods imported to show marks identifying the country of origin, and just here, I will say there should be. Then, agents and foreign merchants would have less chance to palm off shabby, cheap, shoddy stuff, manufactured in England, as United States goods, offering at the same time real United States goods as "something better," real "English manufacture."

Rates of postage, domestic, 5 centavos (\$0.02), and foreign, 10 centavos (\$0.04), for half-ounce sealed matter.

J. EUGENE JARNIGAN, *Consul*.

UTILLA, September 8, 1897.

Honduras exports to United States in 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
RUATAN.					
Bananas	\$106.75	\$286.03	\$2,092.72	\$2,812.50	\$5,298.00
Cocoanuts	9,471.15	21,189.89	4,534.48	1,822.23	37,027.75
Hides				1.21	1.21
Limes				7.31	7.81
Mangoes	1.00			40.50	41.50
Pineapples	9.00			58.49	67.49
Plantains	174.05	505.78	391.50	728.10	1,799.43
Total	9,761.95	21,991.70	7,018.70	5,470.34	44,242.69
UTILLA.					
Alligator pears	5.76				5.76
Bananas				620.00	620.00
Cocoanuts	5,799.36	9,835.20	2,336.80	1,167.00	19,138.36
Limes	18.24				18.24
Mangoes	91.63				91.63
Oranges	147.84	124.40			272.24
Pineapples	23.88				23.88
Plantains	638.88		69.92	338.87	1,047.67
Total	6,725.64	9,960.60	2,406.72	2,125.87	21,217.83

NICARAGUA.

MANAGUA.*

Nicaragua, like a good many other Spanish-American countries, has, in the last three years, been going through a severe commercial, financial, and political crisis. The causes of this threefold calamity are closely related to each other and can be easily traced.

When cotton goes down in the Southern States of the Union, it means misery for the planter and bankruptcy for the trader. When wheat goes up in the Northwest, it means prosperity for the farmer and abundance for the merchant and manufacturer. The same causes have the same effects. The prosperity of a country largely depends upon the abundance and price of the staple articles. The staple article, and almost the only one in this country, is coffee. Its export

* In response to circular of August 10, 1897.

to the United States, via Corinto and San Juan del Sur, during the fiscal year of 1896-97, amounted to \$301,485.46 United States currency, out of a total export of \$401,661.54, which means that it constituted 75 per cent of the whole. Now, if that article gradually drops in its value, as it has done since 1894, the panic that follows such a downward movement of prices may be imagined, and as the shrinkage of value in coffee estates and everything connected therewith naturally keeps pace with the fall of prices, it is only safe to say that the natives' wealth has suffered a deterioration of one-half of its former value. But this is not all. The national money standard is the silver peso, and this unfortunate currency has suffered a demonetization just as fatal, for while the peso in 1894 was worth still about 65 cents gold, it is now worth 23 cents less, which means a deterioration of Nicaraguan properties to the same amount and a similar increase in price of the prime necessities of life.

The circumstance, that wages have remained about the same as in the time of prosperity, has necessarily caused a sensible restriction of the consumptive power of the public at large, and although the merchants have tried to accommodate their clients' lessened buying capacity by providing goods of much lower grade than before, the transactions have been reduced to such an extent that it may be safely said the whole business in Nicaragua nowadays amounts to about one-half of what it was in former times. This circumstance, and the remarkable fact that no letters of exchange on foreign houses are to be had, with which to remit in payment of the large balance that remains uncovered through the insufficiency of exportable native produce, have weakened credit abroad. Commercial travelers with samples to take orders have not come to Nicaragua for years. European agents have come to collect, and they do it with such energy that several planters have been forced to mortgage their estates and pledge their coffee to their creditors.

NATIONAL FINANCES.

The principal sources of revenue in Nicaragua are the customs. They amounted to about \$1,200,000, United States currency, up to a short time ago. But, owing to the restriction of the credits abroad and the lessening of the consumption in the country, the custom-house returns have come down to a mere trifle, and in all probability will be so for the next year. This circumstance put the Government in the position of facing a depleted treasury and of resorting to interior loans or of creating new taxes—for instance, the export duty of \$1 gold on coffee, which latter revenue is given as a security to the bondholders for the faithful payment of the interest on the English loan.

The stringent commercial and financial situation of the country has caused general dissatisfaction among the citizens, and they make the government responsible for it. However unjust this feeling may be, it has resulted in several uprisings against the authorities, and caused the fall of two governments and two revolts against President Zelaya, that cost the nation millions of dollars and has tended to increase the suspicion of Nicaraguan investment among people abroad.

Such is the situation of Nicaragua to-day; not an encouraging one by any means, but not one without some hope for the future. With the past, Americans have less reason to be discontented than others, for although the amount of business done with Nicaragua by the United States is very far from being what it ought to be, the losses

suffered by our merchants in Nicaragua on account of the present crisis are less than those of other countries. While the indebtedness of Nicaraguan firms to German houses, and especially to Hamburg houses, amounts to several millions, the reimbursement of which is a matter of much vexation and uncertainty, we seldom hear of any American obliged to come here to collect. This is due to the short credits allowed in American business routine on merchandise. Now, as European credits are cut off, and will be for years, it is the time for our merchants to send representatives here to study the market.

TRANSPORTATION FACILITIES.

Nicaragua is no out-of-the-way country, being within reach of San Francisco through the Pacific ports of Corinto and San Juan del Sur by the steamers of the Pacific Mail Steamship Company, which make trips three times a month and take thirteen days. The connection with the Atlantic coast is furnished by the steamers of the Atlas Line, that make the trip from New York to San Juan del Norte and vice versa every fifteen days and bring the time for the voyage from New York to Granada, Masaya, and Managua down to eleven days. Mail routes are the same, the one by the Atlas Line being established only a short time ago and preference being given it for its greater regularity. Postal conventions for the exchange of parcels post exist only between Nicaragua and Germany, and the advantages which they have furnished the public on both sides are appreciated. Therefore, it seems to me a very timely recommendation to the Government of the United States to arrange an institution of this kind with Nicaragua, after having had a chance to experiment successfully with Costa Rica and Salvador.

THE NATIONAL RAILWAYS OF NICARAGUA

are composed of the Western Division from Corinto to Momotombo, touching Chinandega and Leon. This line is 58 miles long, and was opened to traffic in December, 1883. The Eastern Division runs from Granada to Managua. It was opened to the public in July, 1886. The whole cost of both divisions was \$2,700,000 in silver.* They are 3-feet 6-inch gauge, and are equipped with freight and passenger cars from the Brill Car Company, of Philadelphia, Pa., and with 27-ton engines from the Baldwin Locomotive Works.

There is a branch road 3 miles in length which runs from Chinandega to El Viejo. Only one road is in construction at present—from Masaya to Diriamba, touching five intermediate towns and traversing the richest coffee district of the country. It is 3-feet 6-inch gauge and 28 miles long, 8 miles of which are completed, and the rest expected to be done early next year. The rails, 30 pounds to the yard, are of German make, but the rolling stock will be of the same origin as that of the national lines.

There are two tramways in the country; one in the town of Granada, running from the railroad depot to the market building, a distance of 1 mile; and another, running from the Granada Lake port San Jorge to the town of Rivas, a distance of 3 miles. They are both built with United States material and are equipped with rolling stock of the same origin.

* Worth at that time about 76 cents, United States currency.

TELEGRAPH LINES, TELEPHONE SYSTEM, AND ELECTRIC PLANTS.

The towns and villages of any importance are connected through a system of telegraph lines about 1,800 miles in length. The wires are American galvanized iron No. 8; the apparatus used now exclusively is the combination telegraph instrument of Bunnels, New York. There is another telegraph line to San Juan del Norte and one to Bluefields on the Atlantic coast. The principal cities along the railway are connected by telephone, the line being about 200 miles long; the wire used is hard-drawn copper wire, No. 10 for the general and No. 16 for the local lines. The apparatus used is the French Roulet and the American Hunnings' transmitter.

Electric plants are used in Managua, the Nicaragua sugar estates of San Antonio, the coffee estate of Señor Benjamin Barillas, Santa Francisca Mining Syndicate, and the sugar estate of Señor Vincente Rodriguez. The dynamos used in the plant at Managua were furnished by the Western Electric Company of New York; those of Rodriguez and Barillas are of American origin, while the ones lighting the Santa Francisca mines and the San Antonio sugar refinery are English. All these dynamos generate 110 volts and 106 amperes each.

A plan is under consideration now to use the water power of the Lake of Nicaragua for electrical light purposes. This can be achieved by cutting a 1-mile-long canal from the lake above mentioned to the town of Tipitapa, following the river of the same name that connects the Managua with the Nicaragua Lake after the rainy season. By this canal, a waterfall of 15 feet height will be made available throughout the year, the force of which will feed three phase alternating current generators of 300 kilowatt capacity, that would furnish 245 arc lights of 2,000 candlepower and 3,000 incandescent lamps of 16 candlepower, to be distributed among the towns of Managua, Masaya, and Granada.

The motive power obtained in daytime would equal 300 horsepower at the end of the lines. The cost of this plant is estimated at about \$150,000 gold, including buildings, etc.

UNITED STATES MACHINERY.

Other machinery of United States make is used by the Nicaragua Ice Company, at Managua a partly native and foreign stock company, which commands a plant of two tons capacity, with two 30-horsepower boilers, erected by the Consolidated Ice Machine Company, of Chicago, Ill., in 1887, the compressor system being employed. It has been erroneously stated that the enterprise is not properly managed. It declared during the last year a dividend of 19 per cent, a result never previously obtained.

The Granada Ice Company, "Santa Maria," a new concern, had its plant erected by Henderson, Thoens & Gerdes, of New Orleans. It works after the absorption system and has three tons capacity.

Another industrial device of United States make has of late been put up at Masaya. It is a coffee cleaning machine, consisting of a huller, dryer, and classifier, and was bought from De Lima & Co., New York.

A great many other United States machines used in coffee cleaning and in sugar refineries, distilleries, planing mills, mining industries,

etc., are employed all over the country, but there is room for many more, and this trade would have been far more extended if American manufacturers would leave off the system, so often characterized as ridiculous, of sending catalogues and waiting for orders.

I take occasion again to denounce this practice, which has assumed an especially malignant form here in Nicaragua, manufacturers being persuaded that a resident here can control the United States trade by soliciting orders and showing catalogues. The catalogues arrive by the bushel, but the orders always fail to go, as the Nicaraguan, like any other man, will not buy machinery without seeing it, and, besides, he wants it on a few months' credit.

RATES OF EXCHANGE.

As one of the principal causes of the present crisis in Nicaragua, I designated the fact that the balance of commerce is always against this country, that is to say, the imports exceed the exports. Although this assertion can not be corroborated by statistical data (which are not to be obtained) it is apparent from the circumstance that letters of exchange are so scarce, and that a balance of hundreds of thousands of dollars to the debit of Nicaragua remains unpaid every year. And it is a remarkable fact that the exchange on New York is always 5 or 6 points higher than the one on Hamburg or London. It may be safely inferred from this that the exportation of produce to the United States is still less, in proportion to the imports from there, than it is from Europe; the credit balance our merchants at home hold against Nicaragua every year is, therefore, much larger. So, in order to make remittances, Nicaragua debtors have to resort to European exchange. Now, in Nicaragua, this exchange is obtained at the following rate: One hundred dollars in gold is worth 400 marks, or 500 francs. \$500 in gold is worth £100.

These same drafts are quoted in New York at a lower rate, for the simple reason of the commission charged for collection, the proportion being like this: Four hundred marks is worth \$94; 521 francs, \$100; £100, \$486.

Although the imports will be considerably less this year than for many years past, the exports will be less in proportion, owing to partial failure in the crop of the staple-article, which is coffee. While the exportation in 1896 amounted to 180,000 quintals* and in 1897 to 130,000, it will this year exceed 100,000 quintals. Besides this, it must be remembered that the fall in the price amounts to nearly 80 per cent. The United States is again in a more unfavorable position than European countries, owing to the fact that estates worth millions of dollars have been bought up by or mortgaged to European (especially German) firms. As they will not allow a bag of coffee to go where it does not belong—and the money has been drawn years ahead—there will be no drafts available on these remittances.

That this state of affairs will aggravate the commercial situation of the country is clear, but Americans with means could derive advantages even from this, by coming here to be ready for action when the

*The Mexican quintal = 101.61 pounds.

many bankrupt planters have their estates sold to the highest bidder. The establishment of

NEW ENTERPRISES AND INDUSTRIES,

such as the opening of new ways of communication, the building of the canal, etc., is becoming a necessity for Nicaragua, and will be remunerative for those who go into it.

The building of the isthmus canal, the golden dream of the people for centuries, has never been looked upon with so much eagerness by this Government as now. This great enterprise, kept before the eyes of the people of the Union for so many years, will be the advertising medium of the unbounded resources of this country. The surveying has already brought Americans and other foreigners by the score, who have settled here and live happily. Many others with means and intelligence would come to this shore if the work were resumed, in order to look for business opportunities, which, in fact, would not be hard to find.

An enterprise of no less importance, although of less magnitude, is the construction of a railroad to the Atlantic coast, a scheme that has been under consideration of the Government for the last ten years. As the most feasible and advantageous route, the line from the Nicaragua Lake port San Ubaldo to the town of Rama has been advised by engineers. The road will be about 120 miles in length, according to the careful surveys made by an English corps of engineers, in which work about \$25,000 gold has been spent. The road could be built for \$40,000 gold a mile. It would attract almost the whole freight that now comes by way of Panama, and put the centers of population which are located around the lakes into direct connection with the American Gulf ports by a trip of seven days. A contract for the construction of this highway has been considered, but the backers of the scheme (United States capitalists), having entered upon other enterprises in Central America, have given up the idea.

The commencement of either of these great works would at once do away with one inconvenience under which Nicaraguan merchants have been suffering severely; it would place on the market a fair amount of letters of exchange, so eagerly desired, for the payment of debts. And even more, the gold flowing into the country through these powerful channels could, by some well-devised means, be made available for the establishment of the gold standard, and thus a whole nation be saved from ruin.

WORKING OF MINES.

An important industry which never received attention from the outside world as it deserves is the working of mines.

The principal mining wealth of Nicaragua lies in the vast territory comprised under the name of Nueva Segovia, but actually divided in the "Departamentos" Esteli, Matagalpa, and Nueva Segovia. These mines are very rich and yield large returns, although they are worked in the most primitive manner. The natives that are in possession of the best claims—and almost everybody has a mine in that country—would only be too willing to go into partnership with foreigners who have some knowledge of the business and sufficient capital. Of the latter, a good deal is needed, as the erection of machinery in those pathless mountains is a costly proceeding and indispensable for future

success. Another important gold-mining district is the "Departamento" of Chontales, the center of which is the town of La Libertad. But the mines there are also worked in such a primitive way that the yield is not overabundant. The Prinzapolka district, which aroused high expectations some years ago, produces only ore of low grade.

EXPLOITATION OF FORESTS.

An industry in which fair fortunes have been made in Nicaragua is the exploitation of the forests, which cover an immense area. All the big streams that empty into the Atlantic Ocean—the Coco, Prinzapolka, Rio Grande, and Rama—take their way through immense forests before entering the coast regions of the savannas. These rivers form natural highways on which to convey the logs to the coast. Mahogany and cedar are the principal species looked for, but there are many others the cutting of which would prove a profitable business. In the towns around the lakes, there are a few saw and planing mills of the oldest fashion, run by the natives, but the price (\$25 to \$35 gold per 1,000 feet) is such that the owners of the mills are able to do their business with a fair profit. With United States machinery and with proper business methods, this industry could be enlarged considerably and made to yield fine returns.

DAIRY BUSINESS.

A line of business in its extreme infancy is the dairy. The enormous extent of pasture lands, the excellent quality of grass, and the pretty fair breed of cattle should make it successful. But the antediluvian methods of milking, churning, and curdling prevent the turning out of good products. Cows are never kept in stables. They invariably go free in the pasture grounds with the herd, and are accompanied by their calves. At night, the latter are separated and shut up in a corral. The next morning, the cow will surely be at the pen to suckle the young one, which is taken out and given a taste of its breakfast, but then at once removed from the udder and tied to the old cow's foreleg. The servant then obtains about 2 quarts of milk of not very good quality, which is sold in the towns at 10 cents silver* a quart, and, when the pastures become dry, at a price three times that high. Churning is done to a very small extent, because butter is not employed very freely in Nicaraguan cooking and is used almost exclusively for the table. Butter tubs are unknown utensils in this country. The cream is taken off by a skimmer, poured into a "jicara"—the native vessel, made from the fruit of the jicaro tree—and then beaten with a stick until a pale-looking, half-consistent paste is obtained, which is washed two or three times with water and then called butter. The whey that remains is squeezed out, salted, put in the form of a cubic foot, dried in the sun, smoked several days to keep the maggots out, and then put in the market as cheese. It is perfectly dry, and will last for months. A professional dairyman can imagine, after this description, how much room there is for improvement. With rational stall-feeding, machinery, and proper treatment of the cheese, there is money in this industry.

* About 4 cents, United States currency.

TOBACCO GROWING.

A business very well worth looking into is tobacco growing, which branch of agriculture, in spite of the eminent adaptability of soil and climate for the plant, has been crippled from the very beginning, for the reason that it is a Government monopoly. This revenue is handled in the following manner: Anybody that wishes to grow the weed has to take out a patent. The minimum number of plants allowed to be sown is 20,000. Of each thousand, at least 70 kilograms (154.3 pounds) of leaves have to be delivered. If the grower does not reach this limit, he has to pay the difference, at the rate of 60 centavos (24 cents) a pound. After harvesting, the product is taken to the Government deposit, and the grower or his agent sells it there to the public. The Government charges 80 centavos (32 cents) on each kilogram (2.2046 pounds). The import duty on leaf tobacco is \$1.60 (74 cents) and on cigars \$3 (\$1.40). The whole revenue produces about \$150,000 a year. The best tobacco is grown in the Departamento Nueva Segovia, especially in the vicinity of the little town of Jalapa. Connoisseurs say that the plant finds all the necessary conditions for fine development. If the cigars and cigarettes manufactured from it leave a great deal to be desired, it is because of the irrational mode of curing. There is no ambition to improve this method, as it is the quantity and not the quality which stimulates the planters in their efforts. The monopoly, however, would not be an obstacle if one should go into the business on a large scale and on advanced principles, as the Government would be only too glad to grant special privileges to any experienced tobacco grower who binds himself to manufacture for export.

COMMERCIAL CONDITIONS.

Before reviewing a number of articles of commerce that I deem worth special attention, I think it opportune to state that commercial travelers coming to Nicaragua with samples must hand a list of them to the customs collectors at the port, and deposit the value, which will be returned, less the amount corresponding to the articles missing, when the agent leaves the country. No license is asked and no restrictions of any kind exist that might impede the free movement of the agent in his business.

A great deal of complaint has been made about the careless packing of United States goods, and not without reason. A good many manufacturers make up a box of machinery destined for Nicaragua in the same way as if it were to go from New York to Washington. It should be borne in mind that goods going to Managua have to be loaded and unloaded five times before reaching their point of destination, no matter whether they go by way of Corinto or Grey Town. And this is handling of the roughest kind—from steamboats to lighters, from lighters to wharves, from wharves to railway cars—sometimes lifted by cranes, sometimes thrown by the train hands wherever they choose to drop. A broken piece of machinery often causes months' delay in setting up the plant, and a loss that may run up to thousands. Therefore, good packing is essential.

Much fault has been found with the United States method of not selling on credit or of allowing only short terms to their Spanish-American customers, who are praised as prompt and liberal payers. The United States system may be all wrong in countries like Mexico,

Chile, Argentine, and others, but in Nicaragua, no other system could be recommended. The unfortunate experience of English and German firms shows it in these very days, when five or six representatives of European houses are here to collect debts aggregating about \$6,000,000. There are, no doubt, many business men in this country who deserve unlimited credit, and to find out who they are is the duty of the agents sent here to study the market. Let the superiority of United States goods be their recommendation, and not the long credits on them, which latter often induce people to buy a thing that the smallness of their means would rather advise to dispense with. Such, for instance, is the case with

PIANOS.

This article has nowhere been developed to such perfection as it has attained in the great factories of the United States. Excellent workmanship, exquisite material, and scientific observation of the laws of sound have given the American instrument a world-wide fame and acceptance. In Nicaragua, however, you see very few of them, the inferior French and German article having found its way into the houses of the music-loving Nicaraguans because of its cheapness. A fairly good piano can be bought in any American factory for \$250—at least one that far excels the German 1,200-mark instrument. Now, any man who can afford to buy a piano at all should not look at a difference of \$50, especially as he must consider that the instrument is expected to last him for many years, that tuning is dear, and that serious repairs can not be made as they become necessary for the lack of professional mechanics. Import duty, 10 cents a pound.

COOKING STOVES.

Although I believe that there are more pianos to be found in Nicaragua than cooking stoves, this useful article is coming into more general use, supplanting the native fireplace, an arrangement of three stoves, either placed on the ground or on a piece of mud wall high enough to allow the woman cook to peep into the pots without stooping down. In this line, there is always a demand for the United States article. American stoves that should not cost more than from \$15 to \$25 at the factory can always be sold here for 60 to 80 pesos silver (\$24 to \$32). They ought to be packed in good solid crates of oak, lined with straw. The duty is 4 centavos (\$0.016)* a pound, gross weight. Enameled kitchen ware is used to a large extent, but the cheap German articles are given preference to the dearer and superior United States goods. The duty is 10 centavos (about 4 cents) a pound.

FURNITURE.

In the furniture line, Austria has taken the lead, so far as bent-wood chairs, sofas, etc., are concerned. Here and there, you see a United States desk and chest of drawers, which articles, it must be said, are not appreciated to their full merit, as they are far superior in elegance and durability to those made in other countries. There is some pretty fair furniture manufactured here from cedar and mahogany wood. It

* Note by Bureau of Foreign Commerce: The reductions to United States currency are made on the basis of the valuation given by the United States Director of the Mint October 1, 1897, in which the silver peso equals \$0.412.

is very dear, but lacks the finish of United States goods. The duty on chairs, lounging chairs, sofas, etc., is 10 centavos; on beds, wardrobes, dressing tables, etc., 16 centavos (6.5 cents) a pound.

BOOTS AND SHOES.

Boots and shoes are manufactured in the country to a very large extent, the high duty, 80 centavos (23 cents) a pound, favoring the industry extremely. The shoemakers buy the uppers and other fixtures from abroad (a great many from Boston). They understand fashion, too, and make a pair of Romeo slippers that can hardly be distinguished from one of Yankee origin. There ought to be a chance, however, for the American article, as a little calculation will show. A fairly well made pair of gaiters costs here 7 pesos silver, which is equivalent to the amount of \$2.80 in gold, the duty being about 48 cents United States currency and 10 cents more for freight, etc. This added to the price of \$1.50, for which a pair of shoes of the same quality can be bought in the United States, brings the cost up to \$2.08. Of course, the profit is not much, but the trial is worth the while.

COTTON GOODS.

Cotton goods are very important factors in the import business. In times when the country was more prosperous, a much better grade of fabrics was used than now. The quality has kept pace with the fall of silver. The ordinary Nicaraguan can not understand that his peso of 1893 is not the same to-day. He clings to the prices then current, and the merchants can not help but bring in cheaper goods. The bottom, however, has been reached, and the native has to submit to the rise of prices. The principal country that furnishes cotton cloths to Nicaragua is England, but such cheap goods as Manchester sends here are not and can not be manufactured in the United States. Some fabrics, however, like unbleached cotton without starch, and drilling, are well appreciated here and sell readily. The business is worth being looked into, and special care ought to be taken to study the peculiar taste the natives have for colors and designs. Duties range from 20 to 140 centavos (8 to 58 cents) according to texture.

CANNED GOODS.

Canned goods are consumed in Nicaragua, as in all tropical countries, to a large extent; but what we receive from the United States consists mostly of California fruits, salmon, lobster, beef, and sardines. Germany, as well as England (T. P. Morton, London), has its own specialties. This business ought to be studied thoroughly, and the conviction will be arrived at that our packers could control the market. I must state here that the sailors and train hands are exceedingly fond of such delicacies, and any box that shows signs of infirmity will probably lose its contents. Careful packing, with application of wire seal and hoop iron bands, is, therefore, very advisable. Measures of the same sort are useful on other bales.

BEER.

Nicaragua, unlike other countries, lacks a national beverage of moderate alcoholic strength, as, for instance, the beer of Germany, the wine of France, and the "pulque" of Mexico. If the Nicaraguan of the lower and middle class feels desire for stimulant, he resorts to fire water, a beverage apt to arouse his ill temper. Taken in excess, it

makes a raving madman of him. Anybody that would, therefore, establish a brewery would do the country a benefit. From my personal experience, I can say that in several cities in Mexico—for instance, in Monterey and Orizaba, where breweries were established by Americans during my stay—the product was at once accepted, even by the lower classes, and they made a great financial success. Such an establishment could be combined with the ice factory already existing.

Beer now consumed in Nicaragua is of foreign origin. By far the larger part comes from Germany, where it is bought either through the commission merchants or directly from the brewery. The light beer costs from 14 to 26 marks (\$3.30 to \$6.18) a box of 6 dozen, and the dark beer from Munich costs 26 marks. The freight to Corinto is \$12 gold per ton. The import duty is 4 centavos (\$0.016) per pound, gross weight. It is sold here at \$34 silver (\$14) per box of 6 dozen pints. The great difference in the price of 14 and 26 marks indicates that the beer must be of different qualities. The better grades may be pure, as the German Government watches the breweries closely; but the cheap grades, made specially for export, are in their effects next to poison. A beverage of about the same sort is sent here from a brewery in California. This ought to be stopped by the American Brewing Association as pernicious to the United States export trade. The scarcity of good beverages, like brands of Schlitz, Pabst, and Anheuser-Busch, which only make their appearance in the market periodically, shows that the business is not managed as it ought to be. Properly attended to, the sales would be triple or fourfold.

WHISKY.

Everything said here about the beer applies to United States whisky, an article seldom seen. It can be imported in bond. The duty on the liquid is charged according to its alcoholic strength. If up to 20 per cent Gay-Lussac, 12 centavos (4.9 cents) per pound; from 20 per cent up, 1 centavo more for each pound weight. Between 30 per cent and 50 per cent, 30 centavos (12.3 cents) a pound. This scale brings the duty on a quart bottle of liquor of any kind up to 1 peso (41.2 cents) and has had the effect to keep cheap liquors, like brandy, which were consumed to a large extent by the lower classes of the population, out of the market. Native rum is now being drunk instead. Those who can afford it and feel a necessity for a stimulant drink brandy of French origin, which is sold from 7 to 10 pesos (\$2.88–\$4.12) a bottle. At the same price, a better brand of "Old Bourbon" could be had, which would soon recommend itself to the market.

OTHER ARTICLES.

Of various other articles of American manufacture that could be mentioned here as standing a good chance of finding a ready market, I will only allude to a few. Matches are imported mostly from Sweden and Germany, and bear, invariably, the label of the Buz Brothers Taendstiksfabriks Union. The United States article, known as the parlor match, has not found a good reception, in spite of an agent having canvassed the market carefully. American jewelry and watches successfully compete with the Swiss article. Firearms and cartridges are imported almost exclusively from the United States. Why lamps are bought to such a small extent there is surprising, as the English and German goods must be exceedingly expensive, judging from the high prices paid for them.

A lamp that you can buy in any American department store for \$1 or \$1.50 will cost here 10 pesos silver (\$4.12). A man with some means would, in my opinion, make a success in introducing the article here. He ought to have the backing of the United States manufacturers, to whom he could give many a useful hint as to the taste of the people, the best way of packing, etc., and serve as a general advance agent of American trade.

TARIFF CHANGES.

For some time, the Government has had under consideration certain tariff changes, but circumstances will most likely cause this matter to be deferred. Some articles hitherto subject to duty, like fresh fruits, hog lard, table salt, etc., were to go on the free list. Should the tariff go into effect, the trade in United States patent medicines will receive a severe blow. While the duty on this sort of goods has ranged from 10 to 40 centavos (4 to 16 cents) a pound, it will be fixed at 1 peso (41.2 cents) per kilo. No native industry will be benefited by this change, as there are no patent laws existing in Nicaragua. Patents and copyrights, however, may be obtained by application to Congress.

I will mention that the Government has made two important improvements in behalf of navigation in Nicaraguan waters. The first is the erection of a light-house in the harbor of San Juan del Sur and the laying of a submarine cable from the island where Corinto is situated to the island called El Cardon. The latter will facilitate quick communication and correct signaling of crafts, and do away with the primitive method that often was the cause of misunderstanding and confusion.

EXPORTS.

As I said at the beginning of this report, it is impossible to obtain reliable data or statistics, there being no statistical bureau in the State. The few figures I present further down were obtained from the consular agents at the respective ports. The consular officers of the Atlantic coast are much more able to keep themselves posted, as almost the whole population lives in the ports, and the business rotates around one common center; while on the Pacific slope, where the larger part of the population of the country is living either in towns or spread over a vast region, the interests are so varied and the occupations of the fiscal officers so manifold that little information is gathered. The following export statistics, compiled from consular reports, may convince the business men in the United States that they do not get the share of the Nicaraguan business they ought to. The exports to the United States from the Pacific ports of Nicaragua during the fiscal year of 1896-97 were:

Articles.	Port of origin.	
	Corinto.	San Juan del Sur.
Cedar logs	\$244. 00	-----
Chocolate	50. 00	-----
Coffee	283, 473. 06	\$18, 012. 40
Deerskins	21, 689. 76	4, 200. 40
Feathers	800. 00	-----
Hides	25, 088. 76	3, 101. 85
Rubber	31, 776. 71	12, 103. 80
Walnut	301. 20	-----
Total	363, 183. 49	38, 473. 05

Grand total, \$401,661.54.

The unlimited absorption which the rich and immense population of the United States offers to the produce of this favored tropical country, ought to be a stimulant for the development of its resources. How Nicaragua stands to-day as a consumer among nations may be inferred from the data I give regarding the population. The whole population of the country is about 400,000, my consular district comprising 375,000.

Of these, 120,000 live in the principal towns, which are:

Leon.....	40,000
Managua.....	25,000
Granada.....	20,000
Masaya.....	15,000
Chinandega.....	10,000
Rivas.....	6,000
Jinotepe.....	3,000
Matagalpa.....	2,500
Jinotega.....	1,500
Total.....	120,000

CONCLUSION.

I have shown in the foregoing pages the true commercial and financial situation of an American Republic, and, investigating the causes of its distress, arrive at the conclusion that its present lack of prosperity is due more to adverse circumstances than to the fault of its rulers. I have shown that the commercial relations with the great sister Republic of the North, instead of being extended, are limited; I have pointed out a number of enterprises by which our Government and citizens could tie the true knot of friendship, such as building the great maritime canal and a railway to the Atlantic Ocean, working the mines, exploiting the forests, teaching improved methods in the preparation of articles of household use for enjoyment and comfort; I have given hints to manufacturers as to the conditions, packing, and shipping required by the goods destined to conquer a profitable market; I have, in the absence of figures from which to draw conclusions, tried to get at the facts through investigation and disclose them by circumstantial description; I have not allowed myself to be imposed upon by optimistic representations; in a word, I have made an effort to show Nicaragua as it is, and have alluded to what it may be in the future, and I hope that the business corporations and private individuals whom this report may reach may find in it some useful information.

PAUL WIESIKE, *Consul.*

MANAGUA, *October 1, 1897.*

NICARAGUA.

SAN JUAN DEL NORTE.

I herewith submit my annual report for the year ended June 30, 1897.

It was prepared in July, but has been held that I might add to it the annual report of our consular agent at Bluefields upon the commerce of the ports of Bluefields and Cabo Gracias á Dios.

Unfortunately, no mention is made of Cabo Gracias á Dios in the agent's report, nor does it give the imports and exports of Bluefields.

PORT OF BLUEFIELDS.

SHIPPING.

During the year, but two United States steam vessels touched at the port, the *Jos. Oteri, Jr.*, 241 tons, and the *Yulu*, 208 tons. The *Oteri* arrived five times and the *Yulu* six. The five arrivals of the *Oteri* were from New Orleans. Of the arrivals of the *Yulu*, one was from Baltimore, one from New Orleans, and four from Cartagena, Colombia.

But five United States sailing vessels arrived during the year, each vessel calling but once. The tonnage of the vessels amounted to a total of 3,644. The four large schooners arrived light from United States ports and loaded with mahogany for Boston. The value of the four cargoes was \$15,115 (United States currency). The small schooner arrived from Cabo Gracias á Dios and cleared for Ruatan, Honduras. The aggregate tonnage of the 16 arrivals of American vessels was: Schooners, 3,644; steamers, 2,453; total, 6,097. The *Yulu* is owned by the Emery Company, of Chelsea, Mass., and is employed principally on this coast carrying supplies and lumber to and from that company's mahogany plant north of Bluefields. The *Jos. Oteri, Jr.*, made her last trip to Bluefields in October last. Since then, not a single American vessel has been engaged in the banana trade between Bluefields and the United States.

All goods destined for Rama, Pearl Lagoon, Great River, Prinzipolka, and Wawa River must be discharged at the custom-house warehouse in Bluefields, where duties must be paid before forwarding such goods to the consignees. These goods are carried from Bluefields in small coasting vessels of 3 to 4 feet draft.

The consular agent reports arrivals and clearances of vessels, exclusive of coasting schooners, as follows:

ARRIVALS.

Nationality.	Number.		Ton nage.
	Sailing.	Steam.	
British.....	.....	8	12,700
Norwegian.....	.....	117	41,955
United States.....	5	11	6,097
Total.....	5	126	60,752

CLEARANCES.

British.....	.....	8	12,700
Norwegian.....	.....	117	41,955
United States.....	5	10	5,899
Total.....	5	126	60,554

The agent reports that in addition to the foregoing a few tramp steamers have touched at the port, but that official records thereof are not accessible.

Bananas are not shipped at this time to either Savannah, Philadelphia, or New York, all shipments being made to New Orleans and Mobile.

Of the 8 British arrivals during the year, 1 was from Baltimore, 2 from Boston, 2 from Norfolk, and 3 from foreign ports. Eighty-two

of the Norwegian arrivals were from New Orleans and 32 from Mobile; 3 were tramps.

British and Norwegian steamers cleared as follows:

British: Boston, 5; Cartagena, Colombia, 1; Port au Prince, Haiti, 1; Port Limon, Costa Rica, 1; total, 8.

Norwegian: New Orleans, 82; Mobile, 31; New York, 1; Port Royal, Jamaica, 1; Bocas del Toro, Colombia, 2; total, 117.

EXPORTS.

The following table gives the exports from Bluefields—all to the United States—during the two years ended June 30, 1897:

[Value in United States currency.]

Articles.	1895-96.	1896-97.	Articles.	1895-96.	1896-97:
American goods returned			Piano	58.62	
Bananas	\$2,630.75	\$2,043.58	Pineapples:		
Cocoanuts	655,200.06	483,654.37	Canned	70.25	168.50
Coffee	4,408.59	3,273.29	Green		224.00
Deerskins		26.55	Rosewood		18.35
Ginger	122.89	121.14	Rubber	232,698.51	204,670.92
Gold dust	137,929.14	169,565.55	Sewing machine	12.50	
Gold ore	19.91		Shells	1,885.53	
Gum	148.02		Silver specie	15,805.36	25,493.39
Hides	408.76		Skins	2.50	
Human bones, Chinese		1,011.82	Steel, old	13.00	
Instruments, surveyors	148.36		Stuffed birds		899.10
Lemons	115.30		Tanks, iron	19.20	
Limes		2.30	Tiger skins		9.17
Mahogany	898.75		Tuna	101.21	108.84
Okra		8.49	Turtle		32.56
Oranges	683.26	1.40	Turtle-shell		1,619.03
Oysters, canned	1.00		Way cocks	68.27	
Personal effects	28.55		Woodwork		3.00
			Total	1,053,473.29	892,920.85

As compared with the year ended June 30, 1896, there was a decrease in 1896-97 of \$160,552.

The principal decreases and increases were: Bananas, decrease, \$171,545.69; gold dust, increase, \$31,636.41; silver specie, increase, \$9,688.03; rubber, decrease, \$8,027.59; cocoanuts, decrease, \$1,135.30.

One million eight hundred and twenty-four thousand bunches of bananas were shipped during the year ended June 30, 1896, as against 1,433,000 bunches the following year, a decrease of 391,000 bunches.

The average invoiced value of bananas in 1895-96 was 35½ cents (United States currency). During the year ended June 30, 1897, the average value per bunch was 33½ cents. Notwithstanding the many varieties of fruits and vegetables grown on the Bluefields River, it would seem that it pays to ship nothing but bananas, and possibly cocoanuts. The value of cocoanuts shipped during the two years ended June 30, 1897, was only \$7,681.88, while the value of all the coffee, ginger, lemons, limes, okra, oranges, and pineapples shipped during the two years was but \$1,179.19. The lemons are coarse-grained and have but little value, but most of the oranges are of excellent quality. Shipments of oranges, however, instead of increasing, dropped from \$683.26 in 1895-96 to \$1.40 the succeeding year. Tomatoes, string beans, okra, eggplant, and sweet potatoes are grown on most of the plantations, but our consular agent reports that only two planters are engaged in growing vegetables for the Bluefields market, and

that the ousiness does not pay. He says that the ants are liable to destroy a patch of tomatoes in a single day.

The agent has been directed to make reports regarding experiments alleged to have been made in the cultivation of sugar cane, tobacco, rice, ramie, cotton, annatto, sisal, pita, rubber trees, and vanilla.

The population of Bluefields is now estimated to be 3,000. The department of Zelaya, of which Bluefields is the capital, has an area of about 7,000 square miles, and a population of about 40,000.

Until the construction of wagon roads, most of the district will remain unsettled.

AGRICULTURE.

To promote agriculture in the district, a decree was published June 9, 1897, as follows:

Ministry of public works.

ACT establishing premiums and exemptions in favor of Central Americans who establish themselves in the department of Zelaya.

Considering that it is to the interest of Nicaragua to encourage the agricultural development of the Atlantic coast, which, from the exceptional conditions of its nature promises a brilliant future, the President of the State, in exercise of the powers granted to him under section 38 of article 98 of the constitution, decrees:

1. The premiums granted for the cultivation of coffee, cacao, rubber, etc., in other districts of the State are hereby extended to the department of Zelaya.

2. There are further established in that department, for the term of five years, the following premiums:

For each hectare (2.471 acres) of—

	United States currency.
Pasture land in timber	\$3. 00 = \$1. 329
Pasture land without timber	2. 00 = .886
Potatoes	2. 00 = .886
Corn	2. 00 = .886
Beans	2. 00 = .886
Rice	3. 00 = 1. 329
Tobacco	3. 00 = 1. 329
Sugar cane	4. 00 = 1. 772
Wheat	3. 00 = 1. 329

3. For the recognition and payment of these premiums the rules already existing must be observed.

4. To each citizen of Nicaragua, or of any other of the republics of Central America,* who shall go to and actually settle in the department of Zelaya, there shall be paid by the State his passage and that of his family; and, further, he shall be granted a free lot of 50 hectares (123.55 acres) of land for himself, 25 hectares (61.775 acres) for his wife, and 25 hectares for each of their children over the age of fifteen years.

5. For the purposes of the foregoing article, it shall be sufficient for the applicant to present himself before the superior officer of the place of his residence, state in writing his desire to settle in the aforesaid department, comply with the necessary supplementary formalities and requirements, and prove his good character and his willingness to labor by the testimony of well known and respectable people.

The officer shall thereupon forward a report, together with the proceedings had, to the minister of public works, who shall, if found necessary, make further inquiry, and decide afterwards on what shall be done.

In case the decision shall be favorable, the passage shall be paid and the papers returned to the interested party as a basis for him to claim the lots of land to be assigned to him.

6. This claim shall be made before the head of the department of Zelaya, in accordance with the laws upon the subject, without any other expenses than those of surveying the land, which expenses shall be borne by the party interested.

7. The lots granted free according to this law shall not be transferrable until after five years and competent proof that they have been cultivated to the extent at least of one-quarter part of each lot.

8. Anyone who abandons a lot for one year without cultivation shall lose his

* Under date of August 28, 1897, Consul O'Hara writes that, according to the agent at Bluefields, the decree is intended to apply to all desirable settlers, regardless of nationality. It is not limited (except so far as free transportation is concerned) to citizens of Central America.

right thereto, and the land shall revert to the state, without any repayment or consideration for improvements.

9. This decree goes into effect July 1, 1897.

Our consular agent has been unable to get any information from the public officials as to when and how such premiums or bounties are to be paid.

During the year, drafts on New York and New Orleans have sold as follows: Sight, \$1 United States currency=\$2.20 to \$2.40 Nicaraguan currency; 15 to 30 days, \$1 United States currency=\$2.15 to \$2.35 Nicaraguan currency; 60 days, \$1 United States currency=\$2.15 to \$2.30 Nicaraguan currency.

EXPORT DUTIES.

Duties were collected on exports during the year as follows:

	Nicaraguan currency.	United States currency.
Bananas	\$26,740.79	\$11,846.17
Cocoanuts	219.47	97.23
Coffee	52.90	23.43
Gold	10,242.25	4,537.32
Mahogany	27,925.51	12,371.00
Rubber	31,413.74	13,916.29
Tortoise shell	274.00	121.38
Tuna	7.23	3.20
Total	96,875.89	42,916.02

The records of the exports upon which such duties were collected do not agree with the records kept by our consular agent, the variances being as follows:

	Government records.	Consulate records.
Bananas	1,306,098	1,433,000
Cocoanuts	219,672	220,510
Gold dust	107,242	9,948
Rubber	463,708	466,216

The export duty on mahogany, amounting to \$12,371 (United States currency), was collected on 12,371 logs shipped by the Emery Company, of Chelsea, Mass. The mahogany is shipped from Great River, and no invoices are presented by the company to our consular agent at Bluefields.

WAGES.

Wages throughout the year have been the same as those printed in Consular Reports, No. 190 (July, 1896), page 420.

Mr. Clancy, our consular agent at Bluefields, has labored diligently to secure official tables of exports and imports of Bluefields and Cabo Gracias á Dios, but has not succeeded in getting reliable figures. He hopes to complete the reports within a month.

PORT OF SAN JUAN DEL NORTE.

POPULATION.

The population of all the territory lying between the Rama and San Juan rivers and east of a line drawn from the source of the Rama to the mouth of San Carlos, embracing about 2,200 square miles, does not exceed 1,500.

According to the census of March, 1897, the town of San Juan del Norte has a population of 1,156, and the so-called city of America a population of 38, which leaves a rural population in the territory mentioned of but 306. The country surrounding San Juan del Norte is virtually a wilderness. There are no wagon roads in the 2,200 square miles of territory, with the exception of a cart track leading from San Juan del Norte to the Rio Indio, a river emptying into the sea a few miles northwest of the town.

CATTLE, SWINE, ETC.

A strip of grazing land from one-third to three-fourths of a mile wide extends along the beach from San Juan del Norte to a point 8 or 10 miles northwest of the town. On the eastern edge of the town is a tract of about 150 acres of grazing land. Dairy and beef cattle are pastured on these lands. About 300 head of cattle are killed per annum for the local market. Cattle have nothing but grass, corn and oats being fed only to horses, and but very little of that. There are no sheep and but few pigs.

Turkeys, ducks, and geese do not thrive well. Chickens are scarce and expensive. Eggs sell for 80 to 100 centavos (37.44 to 46.8 cents United States currency) per dozen, and chickens for 100 to 125 centavos (46.8 and 58.5 cents United States currency) each.

Other prices are as follows:

Articles.	Nicaraguan currency.	United States currency.
Beef.....per pound..	\$0.20 to \$0.30	\$0.0836 to \$0.1404
Pork.....do.....	.20	.0636
Fresh fish.....do.....	.10 to .20	.0488 to .0636
Domestic butter.....do.....	.75 to .80	.351 to .3744
Domestic cheese.....do.....	.60	.2808
Milk, per bottle.....½ gallon..	.20	.0636

Domestic lard is not sold. No cattle, swine, poultry, fish, or dairy products are exported.

FRUITS AND VEGETABLES.

The following fruits and vegetables are grown in the town and on a few small clearings on the Indio and San Juan rivers: Oranges, lemons, limes, cocoanuts, pineapples, guavas, mangoes, star apples, bread fruit, plantains, bananas, alligator pears, marañones, pijiballes, pipianes, quiquisque, okra, yams, yuca, cacao, and red peppers.

Cucumbers, radishes, lettuce, spinach, tomatoes, and pumpkins are occasionally grown, but it is almost impossible to successfully cultivate them, owing to the ravages of ants and other insects. Cabbage, carrots, turnips, beets, green corn, and potatoes are imported from Costa Rica; potatoes also come from the United States. Watermelons are imported from New Orleans and the island of San Andreas and occasionally pears from New York and New Orleans. Beans (frijoles) and corn come from the interior. Small quantities of corn are imported from the United States; also oats. All the imported lard is from the United States. Tub butter and oleomargarine are imported from Cork, Copenhagen, and the United States, the best butter coming from Copenhagen.

COCOANUTS.

For several years, small vessels engaged in the cocoanut trade called regularly at San Juan del Norte during the months of April, May,

June, and September, and cocoanuts were carried out to them in canoes. There was but little profit in the industry for the shippers, as many nuts were lost by the upsetting of the canoes, and it was less trouble to return to the beach for fresh cargoes than to pick up the floating nuts.

The most extensive "cocoanut walk," or "cocal," on this coast is known as "Kirkland's Walk," deriving its name, according to ex-Consul William A. Brown, from an American "who at that place made the first attempt on this coast to establish a cocoanut plantation, availing himself for that purpose of a beginning made, so runs the tradition, by a cargo of cocoanuts drifted ashore from a wrecked schooner." Ex-Governor Sacasa, of San Juan del Norte, now claims to be the owner of this walk. It commences at the mouth of the Rio Indio, and extends northerly along the beach a distance of 20 miles. Its width is from 500 to 600 feet, and it is entirely covered with bearing cocoanut trees. In his report published in the March, 1887, number of Consular Reports, Mr. Brown says:

The cocoanuts from "Kirkland's Walk" are very large, and have a good reputation with the importers of that product in the New York market. This, I am told, is not only because of the large size of the nuts, but because they can be manipulated more economically than the ordinary nut. The meat can be removed from the shell by merely cracking it, and in this way it is usual to secure an unbroken sphere of the meat, whereas with the ordinary nut the meat has to be picked off the shell by the use of machinery.

Mr. Brown estimated the annual production of cocoanuts in this consular district at 1,500,000, comparatively few of which, however, were shipped.

Since January 1, 1892, cocoanuts have been shipped from San Juan del Norte as follows:

Year.	Quantity.	Value in United States currency.
1892.....bags.....	1,054	\$1,346.00
1893.....do.....	1,186	1,749.02
1894.....do.....	578	1,205.00
1895.....do.....	540	622.40
Total	3,358	5,012.42

No cocoanuts have been shipped from the port since September, 1895. As already stated, it was found unprofitable to ship them in schooners which anchored off the "walk," and it costs too much to cart them to town to be shipped by steamer. A few of the nuts are fed to pigs; a few are used by natives, who extract the oil from the meat and use it as a substitute for lard; but most of them go to waste.

AGRICULTURAL IMPLEMENTS.

Agricultural implements of modern make are used to some extent on the plantations along the Bluefields River, but in the country tributary to San Juan del Norte, the only agricultural implements employed are machetes, grub hoes, axes, hatchets, spades, shovels, and heavy iron rakes. These implements are imported from the United States, England, and Germany. The machete is the principal farm implement, the natives using it for cutting trees and underbrush and breaking the soil for crops. Plows, harrows, cultivators, etc., are unknown.

Three bundles of harrows were imported from the United States in 1895, but were for the interior of the country. There is but one farm wagon and one buggy or carriage in the vicinity of San Juan del Norte. The wagon is extremely heavy, has but two wheels, was made in the United States, and is drawn by oxen. It is used for hauling supplies to the cabins on the grazing lands north of town, and once or twice a week is loaded with grass to be sold in San Juan del Norte. The grass is made up into little bundles something like wheat sheaves, and is peddled about the town.

WAGES.

In 1895, the silver peso or dollar was worth 50 cents United States currency in San Juan del Norte. It is now worth but 41 $\frac{3}{4}$ cents. The merchants buy most of their provisions and goods in the United States and Europe, and have to pay for them in gold or its equivalent. If they elect to pay for the goods in the silver specie current in Central America, they must take for the silver whatever may be its market value in the United States or Europe, just as they must take the market value of coffee or rubber sent in exchange for foreign goods.

The goods are sold in Nicaragua for Nicaraguan money, or the silver coins of other Spanish-American countries which circulate in Nicaragua, viz, the coins of Peru, Chile, Mexico, Honduras, Guatemala, Salvador, and to a small extent, the coins of Colombia and Costa Rica. As silver has dropped in price, the prices in Nicaraguan currency of goods, and of provisions of all kinds, have increased accordingly.

Wages, however, have remained at a standstill. The laborer, who in 1895 received \$1.50 Nicaraguan currency per day for his labor, gets but \$1.50 now, although the purchasing power of his day's wages is 12 $\frac{1}{2}$ cents gold less than it was two years ago.

The rates of wages are as follows:

Employment.	Period.	Rate.		Remarks.
		Nicaraguan currency.	United States currency.	
Bakers	Day	\$1.50	\$0.6645	Without board.
Blacksmiths	do	2.00	.898	Do.
Bookkeepers	Month	80.00 to 200.00	\$35.44 to 85.00	Do.
Carpenters	Day	3.00	1.329	Do.
Clerks	Month	20.00 to 100.00	8.86 to 44.30	Do.
Cooks:				
Men	do	20.00 to 50.00	8.86 to 22.15	With board.
Women	do	12.00 to 20.00	5.316 to 8.86	Do.
Dressmakers	Day	1.00	.443	Without board.
House servants	Month	5.00 to 12.00	2.215 to 5.316	With board.
Laborers	Day	1.00 to 1.50	.443 to .6645	Without board.
Do	Month	30.00 to 36.00	13.29 to 15.948	With board.
Laundresses	Day	1.50	.6645	Without board.
Machinists	do	8.50	1.5605	Do.
Sailors:				
Schooners—				
Captains	Month	50.00	22.15	With board.
Mates	do	30.00	13.29	Do.
Seamen	do	20.00	8.86	Do.
Steamboats—				
Captains	do	85.00 to 100.00	37.655 to 44.30	Do.
Mates	do	35.00	15.505	Do.
Engineers	do	45.00 to 75.00	19.93 to 33.225	Do.
Firemen	do	30.00	13.29	Do.
Pursers	do	50.00	22.15	Do.
Deckhands	do	20.00	8.86	Do.
Stevedores	Day	2.50 to 3.00	1.1075 to 1.329	Without board.
Do	Hour	.80	.3544	Do.
School teachers	Month	30.00 to 50.00	13.29 to 22.15	Do.
Seamstresses	Day	.80	.3544	Do.
Shoemakers	do	1.50	.6645	Do.
Tailors	do	1.50	.6645	Do.
Teamsters	do	1.50	.6645	Do.
Telegraphers	Month	50.00	22.15	Do.

The reductions in the foregoing table have been made according to the last estimate of the Director of the United States Mint, which fixes the value of the Nicaraguan peso or dollar at 44 cents and 3 mills. The local value of the peso, however, is but 41½ cents.

Farm hands are better paid relatively than any other workmen in the country, their wages, \$13.29 to \$15.95 United States currency per month, with board, comparing quite favorably with the wages of farm laborers in the United States. Their daily fare, however, is homely and uninviting—plantains, beans, and rice, and a little meat.

As I have stated in other reports, there is not much room here for northern labor. The wages are too low. Teamsters and common laborers on this coast are as well paid as bakers, shoemakers, and tailors. San Juan del Norte, with a population of 1,156, has 6 shoemakers, 13 bakers, and 17 tailors. Wages of 66 cents a day to bakers, shoemakers, and tailors, \$1.33 to carpenters, and \$1.55 to machinists, are apt to strike most of our people as being remarkably small, especially in a country into which most of the goods and provisions of all kinds are imported, to be sold at prices necessarily much higher than in the United States. Wages on this coast, too, are much higher than the wages paid in western Nicaragua. On April 19, 1897, I received a letter from Managua, Nicaragua, inquiring whether laborers might be hired in San Juan del Norte to work on coffee plantations in western Nicaragua. The wages offered were \$18 (\$7.974 United States currency) per month, including three meals a day, consisting of rice, beans, plantains, and meat. Working hours from 6 a. m. to 4 p. m. Laborers were required to enter into contract to remain not less than six months. The planters agreed to pay the fares to Managua upon condition that at least one-half of such fare should be deducted from the wages. A second-class ticket from San Juan del Norte to Managua costs \$13.80 (\$6.1134 United States currency).

If so disposed, people in Nicaragua can dispense the year round with shoes and woollen clothing, and there is no necessity for heating stoves; but notwithstanding this, the wages are too low for our people to live on. \$22.15 a month is paid to captains, and \$13.29 to mates of schooners; \$37.65 to \$44.30 to captains, and \$15.50 to mates of steamboats; \$19.93 to \$33.22 to marine engineers; \$22.15 to steamboat clerks—the wages of cabin boys in the United States; \$22.15 to telegraphers, and \$13.29 to \$22.15 to school-teachers. What could our people do on such wages? How much would be left a teacher or telegrapher at the end of the month after paying for his board?

CENSUS.

A census of the population of San Juan del Norte was taken in March, 1897. The figures published are as follows: Males, 555; females, 601; total, 1,156. Roman Catholics, 772; Protestants, 381; Jews, 3. Nicaraguans, 874; Jamaicans, 126; Americans (United States) 29; British, 9; Germans, 7; other nationalities, 111.

Vocations.

	Men.	Women.	Total.		Men.	Women.	Total.
Apothecaries	1		1	Machinists	3		3
Apprentices	1		1	Masons	4		4
Bakers	5	8	13	Mattress makers	1		1
Barbers	4		4	Merchants	18		20
Blacksmiths	4		6	Milliners		1	1
Bookkeepers	4		4	Musicians	6		6
Butchers	4		6	Painters	4		4
Carpenters	50		50	Photographers	2		2
Calkers	1		1	Physicians	2		2
Cigar makers	1	1	2	Pilots	3		3
Clergymen	2		2	Printers	1		1
Clerks	12		12	Rubber cutters	7		7
Cooks	1	3	4	Sailors	23		23
Copyists	1		7	Seamstresses		28	28
Dentists	1		1	Servants	56	32	148
Engineers	1		7	Shoemakers	6		6
Engravers	1		1	Shopkeepers	18	10	23
Farm laborers	36		36	Students	6		6
Firemen	1		1	Tailors	17		17
Fishermen	19		19	Teachers	2	1	3
Hotel keepers	1	2	3	Teamsters	4		4
Housewives		258	258	Tinmiths	1		1
Hunters	2		2	Watchmakers	1		1
Laborers	55		55				
Laundresses		18	18	Total	408	424	832
Lawyers	5		5				

The population of the so-called city of America is 38, making a total population at the mouth of the San Juan River of 1,194.

TOBACCO MONOPOLY.

The following decree was promulgated May 10, 1897:

Considering that the suppression of the tobacco monopoly has deprived the treasury of considerable revenue without affording to the public the benefits anticipated, the President of the State, in exercise of the powers in him vested, decrees:

ARTICLE 1. From and after the 1st of July next the tobacco monopoly shall be reestablished according to the regulations prescribed in this decree.

ART. 2. From the date of this decree it is prohibited to either plant or import tobacco without first being authorized so to do by the Government.

ART. 3. The minister of finance shall designate yearly the localities in which tobacco may be planted. The conditions to which the planters may be subjected shall be fixed by regulations to be issued for the administration of this revenue.

ART. 4. The actual holders of tobacco must deposit it during the month of June next at such places as the Government may designate. The holding of tobacco after the 30th of June shall be deemed fraudulent and be punished according to law.

ART. 5. Growers of tobacco shall take their entire crops to the Government warehouses or depots within the time fixed by the regulations.

ART. 6. Tobacco deposited in accordance with the two foregoing articles shall be sold by its owners by wholesale at the depots, a tax of 80 centavos (\$0.8744 United States currency) per kilogram (2.2046 pounds) to be first paid thereon regardless of the grade or quality of the tobacco.

ART. 7. The revenue shall be administered by a director-general and such other employees as may be deemed necessary.

ART. 8. For the sale by retail, depots shall be established on the license system. The director-general shall fix the number of depots, the number of kilograms that may be sold monthly, and the rate of license, which latter shall be from \$5 to \$25 (\$2.34 to \$11.70 United States currency). The director-general in determining quantities and rates shall duly consider the importance of each community and the number of retail depots or licensed depots in each community.

ART. 9. The receivers-general shall collect the tobacco tax and keep corresponding accounts.

ART. 10. Tobacco upon which the tax has not been paid shall, if offered for sale, be forfeited and the seller shall suffer all the penalties established by law.

ART. 11. Private individuals shall be allowed to keep but 12 kilograms (26.4552 pounds) of tobacco, either leaf or manufactured. The keeping of any greater

quantity shall be considered illicit: *Provided, however,* That more than 12 kilograms may be kept by permit from the Government, but only for export purposes.

ART. 12. The penalties provided for violations of the liquor laws shall apply also to frauds to defeat the tobacco revenue.

ART. 13. On all tobacco imported, of whatever quality, there shall be paid an import duty of \$1.60 (\$0.7488 United States currency) per kilogram (2.2046 pounds) for leaf and \$3 (\$1.404 United States currency) per kilogram for manufactured tobacco.

ART. 14. Imported leaf tobacco shall be deposited in regularly established warehouses and be disposed of according to the provisions of this law.

Imported manufactured tobacco, should the quantity not exceed 2 kilograms (4.4092 pounds), is hereby made exempt from being warehoused.

ART. 15. The exportation of tobacco, manufactured or in leaf, is free from all duties or imposts, but permission to export it must first be obtained from the Government. The exporter shall execute a bond conditioned at a specified time, and before such official as may be appointed for the purpose, to present the certificate of the administrator of the custom-house from whence the exportation may be made.

ART. 16. The Government will issue the regulations in which shall be defined the requisites to be complied with for the planting, sale, importation, exportation, and traffic of tobacco, and also the attributes and duties of the employees of the department.

ART. 17. All acts inconsistent herewith are hereby repealed.

Given at Managua this 10th day of May, 1897.

J. S. ZELAYA.

LIGHT-HOUSE.

A light-house has been erected at San Juan del Norte. The structure is of wood, 40 feet high, built on a sand hill which rises 30 feet above the sea, and is located 385 yards south of the north or outer end of the breakwater.

The light is a fixed white, will be visible 14 miles in clear weather, and I am informed by the governor of San Juan del Norte that it is an exact duplicate of the light at Limon, Costa Rica.

SHIPPING.

Vessel arrivals and departures during the year ended June 30, 1897, were as follows:

Vessels engaged in foreign trade.

ENTERED.

Nationality.	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British			44	57,774	44	57,774
German			8	11,889	8	11,889
Italian			2	2,444	2	2,444
Norwegian			5	3,084	5	3,084
United States	2	497			2	497
Total	2	497	59	75,141	61	75,638

The British arrivals were as follows: From London, England, Royal Mail Steam Packet Company, 14 arrivals, 13,515 tons. From New York, Atlas Line of mail steamers, 26 arrivals, 36,180 tons. From New York, tramp steamers, 4 arrivals, 3,079 tons.

The German arrivals were all from Hamburg, Germany. the vessels belonging to the Hamburg-American Line.

The Italian arrivals were from Genoa, Italy. Three of the Norwegian arrivals (2,238 tons) were from New York, and 2 (796 tons) from New Orleans.

The sailing vessel arrivals were from New York.

CLEARED.

Nationality.	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British			44	57,774	44	57,774
German			8	11,889	8	11,889
Italian			2	2,444	2	2,444
Norwegian			5	3,084	5	3,084
United States	2	497			2	497
Total	2	497	59	75,141	61	75,638

Vessels cleared for United States and European ports as follows:

Country.	Class.	Num-ber.	Tons.
United States	Sailing vessels	2	497
Do	Steamers	35	42,293
Germany	do	8	11,889
Great Britain	do	14	18,515
Italy	do	2	2,444

Vessels engaged in coasting trade.

Nationality.	Entered.				Cleared.			
	Sailing vessels.		Steamers.		Sailing vessels.		Steamers.	
	Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.
Costa Rican	3	84			3	84		
Colombian	5	56			5	56		
Honduranian	70	784			68	778		
Nicaraguan	14	67	38	2,166	13	64	38	2,166
Total	92	918	38	2,166	89	907	38	2,166

UNITED STATES VESSELS.

There were but two arrivals and two departures during the year, viz: Schooner *Gertrude A. Bartlett*, of Bangor, 292 tons, arrived from New York July 20 with a cargo of general merchandise valued at \$4,500 and cleared for Mobile August 17, light. Schooner *Henry H. Chamberlain*, of Bath, 205 tons, arrived from New York November 23 with one steam boiler and a general cargo valued at \$4,800 and cleared for Pascagoula December 9, light

RECAPITULATION.

	Arrivals.		Clearances.	
	Num-ber.	Tons.	Num-ber.	Tons.
Sailing vessels	94	1,415	91	1,404
Steamers	97	77,307	97	77,307
Total	191	78,722	188	78,711

Between January 1, 1857, and December 31, 1870, 74 United States steamships and sailing vessels arrived at the port, 25 of which called from 2 to 9 times each. The tonnage of steamers ranged from 65.31 to 2,767.63 and of sailing vessels from 33.59 to 442.39. In many instances, the records fail to show either the number of passengers or

the value of cargo. The steamer *America* arrived from New York March 25, 1863, with 602 passengers, and cleared for New York March 28 with 550 passengers. The two most valuable outward cargoes were carried by schooners, one being valued at \$33,367.33 and one at \$32,027.82. The cargoes in question consisted of hides and deerskins. A cargo of logs was shipped in 1860, valued at \$18,474.52.

The most valuable inward cargo of which record was made consisted of general merchandise and was valued at \$10,000.

EXPORTS.

With the exception of the cocoanuts mentioned, and 50 pounds of cacao invoiced at \$5.50 (United States currency), not a single product of local growth has been shipped from San Juan del Norte since January 1, 1892. The exports from the port all come from the interior of the country via the San Juan River.

The official tables of San Juan del Norte imports and exports for the last fiscal year will not be published for several months. The governor, however, has permitted me to copy all entries in the official records pertaining to the trade of the port during the year, which copies have been condensed and classified. The numbers and weights of packages and the descriptions of goods appearing in this report of exports are identical with those appearing in the records kept in the governor's office.

The Treasury Department of the United States estimates the value of the peso for the quarter ending September 30, 1897, at 44.3 cents United States currency.

The reductions made in this report, however, are not in accordance with such estimate, and could not be without falsifying the figures, for the reason that, throughout the entire year, the San Juan del Norte officials, in making entries of values, treated \$1 United States currency as being the exact equivalent of \$2 Nicaraguan currency.

In making the reductions appearing in the following tables of imports and exports of the port of San Juan del Norte for the year ended June 30, 1897, therefore, the value of the Nicaraguan dollar has been estimated at 50 instead of 44.3 cents.

EXPORTS.

	Nicaraguan currency.	United States cur- rency.		Nicaraguan currency.	United States cur- rency.
England:			Italy:		
Coffee	\$145,611.30	\$72,805.65	Coffee	\$6,985.40	\$3,482.70
Gold dust	140,629.50	70,314.75	Hides	306.70	153.35
Indigo	90.00	45.00	Total	7,272.10	3,636.05
Rubber	5,082.50	2,546.25	United States:		
Silver specie	47,113.00	23,556.50	American goods		
Turtle shell	6,384.00	3,192.00	returned	217.50	108.75
Total	344,920.30	172,460.15	Cacao	11.00	5.50
France:			Coffee	278,558.74	139,279.37
Coffee	16,470.90	8,235.45	Deerskins	37,882.82	18,946.41
Gold dust	42,760.00	21,380.00	Feathers	1,589.00	794.50
Silver specie	4,400.00	2,200.00	Gold amalgam	879.74	439.87
Total	63,630.90	31,815.45	Gold dust	62,278.38	31,139.19
Germany:			Hides	66,014.16	33,007.08
Coffee	219,510.00	109,755.00	Indigo	1,204.80	602.40
Deerskins	810.10	155.05	Rubber	244,254.28	122,127.14
Hides	3,781.40	1,890.70	Silver specie	53,862.20	26,931.10
Total	223,601.50	111,800.75	Tortoise shell	6.00	3.00
			Total	746,768.62	373,384.31
			Grand total	1,386,193.42	693,093.71

The value of the exports during the year ended June 30, 1896, was \$984,373.70 (United States currency) making a decrease of \$291,276.96 for the year ended June 30, 1892.

Owing to the low stage of water in the San Juan River during the last year, the river steamboat company made no effort to get the coffee trade, the manager believing that the freight money would not exceed the cost of handling the coffee. The value of the coffee shipped in 1895-96 was \$641,206.41 (United States currency) as against \$333,558.17 in 1896-97, a decrease for the latter year of \$307,648.24. In 1895-96, Germany took \$325,628.54 (United States currency) worth of coffee; the United States, \$242,623.85; England, \$49,977.83, and France, \$22,976.19—Germany taking 50.7 per cent and the United States 37.8 per cent of all the coffee shipped. In 1896-97, the United States took 41.1 per cent and Germany but 32.9 per cent of the coffee.

As compared with 1895-96, there was a decrease of \$19,714.23 (United States currency) in the exports of rubber, the total exportation in 1895-96 being \$144,387.62, of which \$134,584.25 was shipped to the United States and \$9,803.37 to England.

All the hides shipped during the two years were taken by the United States and Germany, the shipments to the United States in 1895-96 amounting to \$23,104.98 (United States currency) and those to Germany to \$8,169.50, as against \$33,007.08 and \$1,890.70 in 1896-97 to the United States and Germany, respectively. The shipment of deer-skins was substantially the same each year, amounting to \$19,742.85 (United States currency) the first and \$19,254.81 the second year; the United States taking \$19,030.35 in 1895-96 and \$18,946.41 in 1896-97.

The value of the gold exported in 1895-96 was \$113,207 (United States currency), England taking \$70,641; France, \$11,262, and the United States, \$31,304. It will be observed that no gold dust was shipped to Germany either year. Thirty-six thousand three hundred and eighty-eight dollars and ten cents (United States currency) more silver specie was exported in 1896-97 than during the preceding year. The total amount shipped in 1895-96 was \$16,299.50 (United States currency), of which \$15,000 went to the United States, \$806.50 to Jamaica, and \$493 to Costa Rica. In 1896-97, \$23,556.50 (United States currency) worth of silver specie was sent to England, \$2,200 to France, and \$26,931.10 to the United States.

The total exportations to France in 1895-96 amounted to \$34,338.19 (United States currency). Although the value of the coffee shipped to that country in 1896-97 was \$14,740.74 (United States currency) less than that of the coffee shipped the previous year, the \$2,200 worth of silver specie and the \$10,118 increase of gold dust shipped to that country in 1896-97 brought up the total exportations to within \$2,522.74 of the exportations in 1895-96. Approximately, the exports for the two years were shipped as follows:

Country.	1895-96.	1896-97.
	<i>Per cent.</i>	<i>Per cent.</i>
England.....	14	24½
France.....	34	4½
Germany.....	36	16
United States.....	47½	53½

During the year ended June 30, 1897, 2,230,130 pounds of coffee were shipped, of which the United States took 930,018; Germany,

731,700; England, 486,133; France, 59,061; and Italy, 23,218 pounds. One million three hundred and ninety-five thousand and thirty-seven pounds of coffee were shipped to the United States in 1895-96. The total weight of all the exports in 1896-97 was 2,969,145 pounds.

IMPORTS. *

As already stated, the port officials rate the Nicaraguan dollar at 50 cents, United States money. The values of both exports and imports are assessed in gold or United States currency, and then doubled. This being the case, it is unnecessary to express values in the currencies of both countries, and in the table of imports only United States currency is given. Two tables are given of imports, the first showing the goods consigned to San Juan del Norte merchants; and the second, goods arriving at the port of San Juan del Norte, but consigned to merchants in the interior of the country.

Most of the imports come from England, Germany, France, and the United States. The following table gives the imports from each of the four countries mentioned during the year ended June 30, 1897:

* The following statement of imports is taken from a report dated San Juan del Norte, July 26, 1897.

[illegible]

*** Pieces.**

Imports into San Juan del Norte—Continued.

Articles.	England.			France.			Germany.			United States.		
	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.
Drugs, medicines, etc.—Continued.												
Wine of iron										3	120	\$37.35
Wine of meat										1	65	14.18
Total	34	2,653	\$943.26	12	3,305	\$752.71	5	427	\$119.36	226	18,376	3,998.85
Dry goods, cloths, clothing, etc.:												
Artificial flowers												
Blankets	3	747	211.04				4	131	37.85			
Buttons							8	331	161.10			464.50
Cassimeres	1	259	231.04				1	240	304.69	9	1,100	35.65
Corsets	2	280	156.02				1	5	3.24	1	50	
Cotton goods	40	12,987	4,719.96				14	3,761	2,278.96			
Fans							8	188	114.36	147	20,116	6,654.06
Feathers												
Flannels												
Hats	12	2,646	1,113.53	1	150	53.37		609	280.24	2	100	17.11
Hemp goods								4	86.20	1	250	49.14
Lace (cotton)								3	115	2	300	25.67
Leather belts								1	111.45	3	35	2.66
Leather goods												
Linen goods	1	400	86.48				1	100	26.19	1	200	32.45
Patterns												
Pins												
Prints							2	214	9.68	1	50	8.37
Quilts												
Ribbons	1	8	12.18				1	180	53.51	1	100	14.30
Rubber coats	1	100	96.32				1	130	333.87	26	350	96.94
Rubber cloth												
Rubber goods												
Scarfs							1	130	35.00	3	350	188.01
Shawls (silk)	1	104	124.64				2	15	4.65	5	150	88.80
Shirts							4	53	185.00	2	625	163.69
Silks								1,000	943.96	2	125	32.37
Silk and wool	9	2,572	688.91									
Silk	1	74	43.34									
Silk and wool	1	106	80.52									
Wool	1	116	80.43				6	1,146	623.06			
Silks	1	30	21.45									
Silk goods	4	360	512.25	1	156	49.32	10	1,005	1,636.28			
Silk and woolen goods	1	282	241.73									
Stockings	1	300	32.47				5	990	353.87			
Tablecloths							1	134	26.77	2	280	33.39
Thread										8	555	64.56

[illegible]

COMMERCIAL RELATIONS.

Articles.	England.			France.			Germany.			United States.		
	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.
Drugs, medicines, etc.—Continued.												
Iron of iron										3	120	\$37.35
Wine of meat										1	65	14.15
Total	34	2,632	\$643.26	12	3,205	\$752.71	5	427	\$119.38	225	18,376	3,983.85
Dry goods, cloths, clothing, etc.:												
Artificial flowers												
Blankets	3	747	211.04				4	131	37.85			
Buttons							3	331	161.10	9	1,100	464.50
Cassimeres	1	250	221.04							1	50	36.95
Corsets	2	230	156.02				1	340	304.00			
Cotton goods	40	12,867	4,719.96				14	3,731	2,278.06	147	20,116	6,654.06
Fans							3	188	114.36			
Feathers										9	100	17.11
Flannels										1	250	49.14
Hats	12	2,648	1,113.53	1	150	53.37	5	609	230.24	2	300	23.67
Hemp goods							3	973	94.20	3	36	2.66
Lace (cotton)							3	116	111.45			
Leather belts										1	200	32.45
Leather goods	1	400	86.45				1	100	26.19			
Linen goods												
Patterns												
Prints							2	214	9.68	1	50	3.27
Quilts										1	100	14.20
Ribbons	1	8	12.18				1	180	53.51	26	300	90.94
Rubber coats	1	100	96.62									
Rubber cloth												
Rubber goods												
Scarfs							1	130	35.00	3	450	183.01
Shawls (silk)	1	104	124.64				2	15	4.46	2	150	98.90
Shirts							1	53	195.00	3	625	193.07
Shirts (silk)							4	1,000	943.96	2	125	32.97
Silks	9	2,372	638.01									
Silk	1	74	38.24									
Silk and wool	1	103	30.43									
Wool	1	110	27.45									
Silks	6	30	90.00				6	1,148	633.06			
Silk goods	3	300	512.26				10	1,005	1,639.23			
Silk and woolen goods	1	1	24.72		156	49.62						
Stockings	1	300	32.47				5	900	353.97			
Tablecloths							1	134	26.77	2	250	33.39
Thread										8	555	64.55

[illegible]

Imports into San Juan del Norte—Continued.

Articles.	England.			France.			Germany.			United States.		
	Pack- ages.	Pounds.	Value.	Pack- ages.	Pounds.	Value.	Pack- ages.	Pounds.	Value.	Pack- ages.	Pounds.	Value.
Groceries, breadstuffs, provisions, etc.—Cont'd.												
Peanuts												
Pease	4	878	\$30.06							3	274	\$14.36
Pepper	1	70	5.58							4	180	12.68
Petits pois	4	502	38.18									
Pickles	49	4,286	225.00									
Pilot biscuit	23	1,882	197.86									
Potatoes										160	15,382	300.64
Prepared chocolate	1	128	13.58									
Preserves	38	2,378	133.90	2	304					166	9,327	687.43
Provisions	323	20,449	1,797.26							688	35,224	2,945.63
Raisins										8	35,474	76.61
Rice										2,020	114,300	\$4,586.15
Salt										100	16,900	380.60
Salt fish										156	38,946	622.23
Salt meats										79	7,769	383.62
Sardines	41	2,732	207.03	6	368	\$116.91				121	16,668	700.93
Sausage	1	132	23.89							24	1,740	80.26
Sauerkraut												
Soda	1	65	6.97							1	50	2.43
Soap	3,965	179,173	7,120.35							14	421	21.64
Spices										1	1,486	129.86
Split peas										1	377	43.25
Starch										6	887	46.69
Sugar	20	5,162	96.74							25	2,779	126.29
Sweet crackers	11	606	60.54							106	15,277	636.00
Syrup												
Tea	6	360	87.68							50	50	4.45
Tomatoes										9	396	96.79
Vermicelli	2	100	19.16							118	6,941	232.82
Vinegar										18	515	24.73
Washing soda										8	3,332	50.34
Total	4,706	287,618	11,868.23	8	672					7,508	721,376	26,573.26
Hardware, iron, tools, etc.												
Balances										2	260	18.70
Cages										2	100	18.78
Clothespins										3	75	4.15
Cutlery	1	55	43.68							5	860	210.00
Fence wire										38	3,624	106.74
Grindstones										109	5,370	99.55
Hardware	21	10,390	722.19	3	446	57.97				133	26,102	1,642.13

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Imports into San Juan del Norte—Continued.

Articles.	England.			France.			Germany.			United States.		
	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.	Pack-ages.	Pounds.	Value.
Paints, oils, etc.—Continued.												
Machine oil												
Oils	5	498	\$27.95							22	3,960	\$370.17
Paints	316	128,029	2,354.37				1	28	\$4.57	4	4,446	29.46
Pitch										17	4,978	468.04
Prussian blue										3	450	7.80
Putty										5	235	73.18
Tar										1	108	1.60
Turpentine										6	1,500	23.75
Varnish										3	1,986	38.36
Total	321	128,527	2,382.32				1	28	4.57	8	816	72.23
Samples										72	14,080	1,159.33
Seeds	1	20	3.00	1	46	\$10.00	2	81	2.45	1	50	5.00
Stationery, books, etc.												
Books							1	195	27.02	3	305	45.28
Cards										1	80	18.60
Ink	1	196	10.22				1	380	12.05	14	964	28.17
Pencils										2	20	17.43
Sheet music										1	15	12.82
Stationery	1	300	17.64				9	1,409	245.03	1	15	2.15
Writing paper							8	1,432	225.97	4	1,200	184.33
Writing utensils							1	306	105.10			
Total	2	496	27.86				20	3,732	775.17	26	2,624	318.78
Tobacco, cigars, etc.												
Cigars												
Pipes	2	62	37.95				2	308	73.49	1	40	15.75
Tobacco	2	60	54.05				1	5	3.44	2	50	2.00
Total	4	122	92.01							223	28,171	4,023.91
Toys							3	313	76.93	229	28,291	4,041.66
Trunks							10	1,400	294.89	1	200	15.30
Wines, beers, liquors, etc.										106	5,060	544.89
Alcohol												
Beer	146	28,394	920.65				350	49,599	2,723.29	190	61,440	2,880.30
Bitters							321	14,575	902.11	496	87,974	3,366.44
							4	14,788	431.66			
								14,640	25.90			

Champagne.....	75	1,838	201.83	18	1,776	301.80	10	400	13.85			
Cherry cordial.....								24,819	2,710.88			
Cognac.....	65	1,680	1,284.15	676	22,984	7,283.65	676	24,040	712.19			
Gin.....	180	13,110	486.48				270					
Ginger ale.....	66	8,462	674.28									
Liqueurs.....							13	780	28.49			
Malaga.....							2	688	38.77			
Mineral water.....							50	6,597	328.91			
Miscellaneous.....	84	7,106	1,088.95				10	440	16.82			
Oporetto.....							20	880	33.61			7.59
Rum.....				21	1,008	124.60						
Vermuth.....							171	9,154	407.26			
Whisky.....	270	15,980	1,165.23				25	1,050	49.86			
Wines.....	584	35,417	1,544.33	134	7,635	545.26	1,129	102,660	2,896.80			1,523.45
Total.....	1,500	105,936	7,390.89	849	33,401	8,254.79	3,129	250,188	11,019.31	990	184,315	8,083.52
Wrapping paper.....										75	22,553	519.22
Grand total.....	6,793	524,810	35,429.02	884	40,270	10,720.71	5,409	418,294	30,850.02	1113,054	2,065,779	85,783.63

¹ Including 98,084 pieces of lumber.

Imports from other countries.

Article.	Canada.			Colombia.			Costa Rica.			Holland.			Italy.			Jamaica.		
	Packages.	Pounds.	Value.	Packages.	Pounds.	Value.	Packages.	Pounds.	Value.	Packages.	Pounds.	Value.	Packages.	Pounds.	Value.	Packages.	Pounds.	Value.
Boots, shoes, etc.: Shoes.....																11	1,840	\$353.44
Drugs, medicines, etc.: Bay rum.....																2	500	43.74
Citrate magnesia.....																10	2,300	151.84
Wine of fruit.....																12	2,900	185.08
Total.....																		
Dry goods, cloths, clothing, etc.: Cotton goods.....																3	880	285.42
Hats.....																2	370	72.46
Total.....																5	1,250	357.88
Groceries, provisions, etc.: Cacao.....																		
Corn.....	12	815	\$98.00	7	1,150	\$130.83										200	40,000	631.78
Lard.....	6	55	8.75													12	1,308	208.10
Pepper.....																1	124	9.47
Preserves.....																1	156	25.25
Provisions.....																100	7,446	368.29
Soap.....	4	455	12.60													178	45,582	1,862.52
Starch.....																45	582	1,862.52
Sugar.....																178	45,582	1,862.52
Total.....	21	1,825	112.35	7	1,150	130.83										312	49,844	1,188.17
Harness.....																1	25	17.50
Seeds.....																1	100	17.00
Tobacco, cigars, etc.: Cigarettes and cigars.....																16	6,884	2,136.83
Cigars.....																8	1,070	806.50
Total.....																24	7,954	2,943.33

Wines, beers, liquors, etc.:									
Chin	---	---	---	---	---	---	---	---	---
Kola wine	---	---	---	---	---	---	---	---	---
Liquors	---	---	---	---	---	---	---	---	---
Rum	---	---	---	---	---	---	---	---	---
Whisky	---	---	---	---	---	---	---	---	---
Wines	---	---	---	---	---	---	---	---	---
Total	200	12,000	\$350.25	---	---	---	---	---	---
Grand total	200	12,000	\$50.25	---	---	---	---	---	---

The value of the imports consigned to San Juan del Norte merchants during the year (1897) was \$175,543.99 (United States currency), as against \$139,749.90 for the year ended June 30, 1896, an increase of \$35,794.09, the increase of imports from the United States amounting to \$16,603.69.

Comparative imports into San Juan del Norte, by countries, in 1895-96 and 1896-97.

Countries.	1895-96.	1896-97.	Increase.	Decrease.
Canada		\$350.25	\$350.25	
Colombia	\$207.64	112.35		\$95.29
Costa Rica		189.33	189.33	
Cuba	82.00			82.00
England	36,879.88	35,429.02		1,450.86
France	4,145.40	10,720.71	6,575.31	
Germany	22,356.10	30,850.02	8,493.92	
Holland	966.32	1,768.32	802.00	
Italy		2,155.09	2,155.09	
Jamaica	5,932.62	7,685.27	1,752.65	
United States	69,179.94	85,783.63	16,603.69	
Total	139,749.90	175,543.99	37,422.24	1,628.15

RECAPITULATION.

Articles.	Canada.		Colombia.		Costa Rica.		England.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Arms, ammunition, etc.							1,424	\$710.06
Boots, shoes, etc.							1,745	793.05
Clocks, jewelry, etc.							380	93.75
Drugs, medicines, etc.							2,652	643.23
Dry goods, cloths, clothing, etc.							24,365	10,024.74
Glassware							2,960	136.20
Groceries, breadstuffs, provisions, etc.			1,325	\$112.35	1,150	\$189.33	237,616	11,858.23
Hardware, iron, tools, etc.							18,517	1,236.40
Lamps, etc.							50	17.25
Paints, oils, etc.							128,527	2,332.32
Seeds							20	8.00
Stationery, books, etc.							496	27.86
Tobacco, cigars, etc.							122	92.01
Wines, beers, liquors, etc.	12,000	\$350.25					105,966	7,390.89
Total	12,000	950.25	1,325	112.35	1,150	189.33	524,810	35,429.02

Articles.	France.		Germany.		Holland.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Advertisements	42	\$4.00				
Arms, ammunition, etc.			178	\$31.85		
Baskets, brooms, brushes, etc.			507	202.87		
Boots, shoes, etc.	1,170	803.10	1,479	1,092.67		
Clocks, jewelry, etc.			274	163.88		
Cordage, rope, ship chandlery, etc.			100	7.28		
Crockery, earthenware, etc.			11,529	1,207.23		
Drugs, medicines, etc.	3,305	752.71	427	119.36		
Dry goods, cloths, clothing, etc.	1,006	614.71	12,722	8,750.65		
Furniture, etc.	220	44.12	6,029	755.90		
Glassware	406	29.87	2,750	479.31		
Groceries, breadstuffs, provisions, etc.	672	207.41	119,063	4,853.83		
Hardware, iron, tools, etc.			1,739	312.21		
Instruments			1,726	647.10		
Lamps, etc.			30	2.56		
Paints, oils, etc.			28	4.57		
Samples	48	10.00	81	2.48		
Stationery, books, etc.			3,732	775.17		
Tobacco, cigars, etc.			813	73.93		
Toys			1,400	294.86		
Wines, beers, liquors, etc.	33,401	8,254.79	250,188	11,019.31	53,660	\$1,768.32
Total	40,270	10,520.71	418,294	30,850.02	53,660	1,768.32

Comparative imports into San Juan del Norte, by countries, etc.—Continued.

RECAPITULATION—Continued.

Articles.	Italy.		Jamaica.		United States.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Advertisements					30	\$0.05
Arms, ammunition, etc					13,683	1,938.36
Baskets, brooms, brushes, etc					1,661	186.17
Bicycles					240	141.48
Boots, shoes, etc			1,840	\$353.44	12,079	7,314.87
Building materials					463,915	3,342.50
Cabs					427	89.30
Carbonized bone					4,100	18.39
Clocks, jewelry, etc					150	85.09
Coal (soft)					448,000	600.00
Cordage, rope, ship chandlery, etc					18,346	1,468.29
Crockery, earthenware, etc					1,189	108.96
Drugs, medicines, etc	92	\$9.60	2,800	186.08	18,376	3,898.85
Dry goods, cloths, clothing, etc			1,230	337.88	26,816	3,496.74
Furniture, etc					7,955	1,182.58
Glassware					965	84.60
Groceries, breadstuffs, provisions, etc	48,844	1,198.17	45,862	1,897.24	721,376	28,573.25
Hardware, iron, tools, etc			25	17.50	54,417	3,484.66
Harness					286	55.08
Hay					1,563	24.82
Instruments					560	271.97
Kerosene					572,100	7,628.06
Lamps, etc					4,041	516.39
Machinery, pumps, etc					27,942	3,641.55
Paints, oils, etc					14,080	1,159.33
Seeds			100	17.00	50	5.00
Stationery, books, etc					2,624	318.78
Tobacco, cigars, etc			7,964	2,943.39	28,261	4,041.66
Toys					200	16.30
Trunks					5,060	544.89
Wines, beers, liquors, etc	19,288	947.32	87,922	3,873.74	184,315	8,063.52
Wrapping paper					22,538	519.22
Total	68,224	2,155.09	147,743	7,635.27	2,065,779	85,783.68

Goods imported into San Juan del Norte during the year ended June 30, 1897, and consigned to merchants in the interior of Nicaragua were valued as follows:

Countries.	Value. ¹
Cuba	\$300.00
England	20,894.66
France	12,440.29
Germany	22,620.05
Italy	385.00
Spain	698.98
United States	78,813.36
Total	136,152.32

¹ United States currency.

The value of all the imports arriving at the port was \$311,696.31 (United States currency), the imports from the United States amounting to \$164,596.99, or over 52 per cent of the whole.

The importation from Italy of 40,000 pounds of corn, at a cost of \$631.78 (United States currency), or 1.58 cents per pound, was something unusual. Sixty-nine thousand seven hundred and eighty-four pounds of corn were imported from the United States, at a cost of 1.24 cents a pound.

The total value of flour arriving at the port during the year, including 200 quarter barrels, 2,858 half barrels, and 50 barrels destined for interior towns, was \$16,964.50 (United States currency), all from the United States.

Seventeen thousand four hundred and sixty-seven cases of kerosene were consigned to the interior, making the total value of kerosene imported \$23,770.03 (United States currency).

The importations of fence wire—all from the United States*—amounted to 6,080 rolls, invoiced at \$11,188.02 (United States currency). Other principal imports consigned to the interior were valued (in United States currency), as follows:

Articles.	England.	France.	Germany.	United States.
Boots, shoes, etc.....			\$68.75	\$1,393.79
Drugs, etc.....	\$1,804.24	\$1,283.53	1,833.96	7,018.54
Dry goods, cloths, etc.....	5,988.36	6,621.72	3,366.08	9,346.55
Groceries, breadstuffs, provisions, etc.....	2,816.70	654.12	5,315.30	4,231.14
Hardware, iron, tools, etc.....	5,594.10	26.80	2,511.30	8,774.07
Lamps.....	10.00		46.09	2,136.79
Leather.....		357.46	.64	791.22
Paints, oils, etc.....	906.74		896.62	4,858.17
Stationery, books, etc.....	1,111.08	287.00	162.08	400.56

* Includes 1,800 sacks rice, \$3,120.80.

* Not including flour.

* Not including fence wire.

UNITED STATES IMPORTS INTO SAN JUAN DEL NORTE.

According to the books in the governor's office, 108 of the articles imported for local sale came exclusively from the United States, viz:

Ammunition, arms, etc.—Cartridges, dynamite, fireworks, gunpowder, revolvers.

Boots, shoes, etc.—High top boots, rubber shoes, shoe blacking.

Drugs, druggists' sundries, etc.—Ammonia, chewing gum, cotton lint, Florida water, nipples, pain killer, rubber tubing, sulphate of copper, sulphur, surgical instruments, sweet oil, vaseline, whiting, wine of iron, wine of meat.

Dry goods, notions, etc.—Buttons, feathers, matting, patterns, rubber cloth, thread.

Groceries, breadstuffs, provisions, etc.—Apples, bacon, baking powder, beans, cocoa, codfish, corn meal, cornstarch, flour, molasses, nuts, olive oil, onions, peaches, peanuts, raisins, salt, salt fish, salt meats, sauerkraut, split peas, sirup, tomatoes, vinegar, washing soda.

Hardware, iron, machinery, etc.—Balances, boiler tubes, cages, coffee mills, fence wire, grindstones, machetes, machinery, nails, picture wire, pumps, tinware, tin plate, tools, waste.

Lamp ware, etc.—Chimneys, lanterns, wicking.

Paints, oils, pitch, etc.—Glue, linseed oil, machine oil, pitch, prussian blue, putty, tar, turpentine, varnish.

Stationery, etc.—Lead pencils, playing cards, sheet music.

Miscellaneous.—Asphaltum, bicycles, bran, brooms, cabs, carbonized bone, clothespins, coal, earthenware, fish cord, hay, leather belts, sewing machines, shingles, trunks, twine, wrapping paper.

The United States took the lead in the case of forty other articles, viz: Alcohol, beer, blankets, books, canned fruits, chairs, condensed milk, cotton goods, crackers, cutlery, furniture, harness, ink, lamps, lamp ware, lard, macaroni, matches, medicines, miscellaneous drugs, miscellaneous hardware, miscellaneous provisions, munitions of war, nutmegs, perfumery, pins, potatoes, preserves, roofing iron, rubber

* In a supplementary report, dated October 14, 1897 (portions of which are printed farther on), Consul O'Hara speaks of the growing demand for fence wire. Merchants in western Nicaragua, he says, complain that the capacity of the river boats is insufficient to enable them to promptly fill orders for United States wire.

coats, rubber goods, scarfs, shoes, soda, stoves, tablecloths, tea, tobacco, vermicelli, whisky.

Fifty-six articles were not imported from the United States, viz:

Drugs, etc.—Almonds, bay rum, citrate magnesia, epsom salts, fruit salt, glycerine.

Dry goods, notions, jewelry, etc.—Artificial flowers, combs, cassimeres, corsets, cotton lace, cotton shirts, fans, hooks and eyes, hairpins, jewelry, linen goods, quilts, ribbons, silk shawls, silk shirts, silk and wool shirts, silks, silk sundries, stockings, towels, umbrellas, woolen shirts.

Groceries, etc.—Chocolate, herring, olives, pepper, petits pois, pickles, pilot biscuit, prepared chocolate, sausage, sweet crackers.

Wines, liquors, etc.—Anisado, bitters, champagne, cognac, cherry cordial, gin, ginger ale, kola, liqueurs, malaga, muscatel, oporto, rum, vermouth.

Miscellaneous.—Accordions, china ware, mirrors, rubber mats.

Including the imports consigned to the interior, the exports for the year ended June 30, 1897, exceeded the imports \$381,400.40 (United States currency).

The excess of exports to each of the four principal countries was: England, \$116,136.46; France, \$8,854.45; Germany, \$58,330.68; United States, \$208,787.32 (United States currency).

The exports to the United States alone amounted to \$61,688 (United States currency) more than all the imports.

SAN JUAN RIVER.

Between January 27 and May 28, there was but one river boat arrival at San Juan del Norte. Navigation was reopened May 28. During such period, freights and passengers were transported by sea to and from the mouth of the Colorado River. Just below where the Colorado leaves the San Juan, a sand bar 3 inches above water extended from one side of the river to within 3 feet of the other side.

In April and May, the mouth of the river near the breakwater was entirely closed, a sand bar a few inches above water extending completely across what had been the river mouth. All schooners and tugs entered and left the harbor by the Harbor Head entrance. When the rainy season commenced, the old entrance was cut open, but the schooners and tugs are still using the Harbor Head entrance.

The sale of the river boats to the Atlas Steamship Company and the contract made by the company with the Government of Nicaragua are reported in my dispatch of June 24, 1897.*

RESOURCES OF EASTERN NICARAGUA.

Señor Don Santiago Callejos, late a member of President Zelaya's cabinet, was commissioned in 1895 by the President to visit the Atlantic coast and make report as to the resources of eastern Nicaragua.

The following extracts are taken from his report:

I had time to make a visit to the city of America, where the buildings of the canal company are situated. Mr. Wood, who has charge of the property of the company, had the goodness to show me the warehouses of the company, where there is nothing of utility except some safes and a large quantity of beds.

The work is also in a state of comparative abandonment. There are three good

* Printed in Consular Reports No. 206 (November, 1897).

locomotives, some towboats, various boilers, and a large quantity of rails and iron pipes. The dredges are almost completely ruined. The part of the canal constructed, which is about 1 mile in length, has not yet suffered, and it is possible to traverse it with the small steamboat *Miria*.

* * * The 30th we left Bluefields for Rama, where we arrived the same day, after a very pleasant journey up the Bluefields River, one of the widest and deepest of our streams. Between its mouth in Bluefields Lagoon and its confluence with the Rama River its banks are low and swampy, but immediately above that point both banks begin to be higher and more fertile, are dotted with plantations of bananas, and invite agriculturists to take advantage of their richness.

Rama City, which has hardly had more than a few days' existence, is a prosperous place, thanks to the development of its agricultural resources, especially the cultivation and exportation of bananas.

Unfortunately, this business is not uniform throughout the year, owing to the well-known fact that fruits abound in the United States during the summer, and that the consumption there of imported fruits is then very limited.

Domestic fruits, however, being scarce in the markets of the North from February to July, the banana business is then conducted on a large scale, and the fruit brings a fair price. It is not, therefore, the tax on bananas that makes the business unprofitable at certain seasons of the year, for even if there were no export tax on bananas the demand for such fruit would not increase during the dull season mentioned.

Notwithstanding this, however, I considered that it would be just to annul the law respecting exportations, so as to relieve to some extent the situation during the months called "bad."

The export duty has accordingly been reduced to 2 cents (\$.01 United States currency) a bunch. The amendment is very acceptable to both the planters and exporters.

* * * Owing to the great rainfall and to the natural softness of the soil, the streets in Rama frequently become impassable, and I think they should be macadamized. For this purpose there is an abundance of suitable material in the immediate vicinity of the town, which might be made available by bringing into requisition a part of the Degauville Railroad track and the stone crusher now lying idle in one of the national shops. I urge the necessity of commencing this work as soon as possible and of at once forwarding all machinery required for the portable railroad to be constructed for the occasion.

The 17th we returned to Bluefields. On the 18th we embarked for the port of Rio Grande, where we arrived the morning of the 19th. The receipts of this office for the term just ended were \$1,811 (\$580.77 United States currency) and the expenditures \$1,045 (\$462.94 United States currency). From December 1, 1894, to August 13 of the present year the receipts were \$11,799.16 (\$5,227.03 United States currency). * * *

The small population of the port is in a depressed state financially, which is largely due to the small quantity of rubber which is now found in these forests. The small commerce of the place is monopolized by the house of Frank B. Smith.

As it was our intention to visit the works of Mr. H. C. Emery, we continued the trip and went up the river the same day. To describe the beauties of this river is a task for a pen greater than mine. I will only say that for some 25 miles up the scenery is magnificent and that above that point nature has been prodigal with its gifts, rich and luxurious vegetation growing in profusion on every hand and the lands on both sides of the stream being of such character that every man who looks upon mother earth as the fountain of riches may there find a soil promising prodigious results. One hundred miles from the port is found the noted town of La Cruz, and it is there that Mr. Emery has his principal encampment.

As Mr. Spellman accompanied us on our journey, we embraced the opportunity to visit the mahogany works. Although it was Sunday, he ordered the locomotive engine out, so as to enable us to go over the 15 miles of railroad which they use to get out their timber.

This railroad is 4 feet 3 inches in width, has a rail of 24 pounds to the yard, and its ties are of native wood or pitch pine. The cost of this railroad, including the material used, was, I understand, \$2,600 gold per mile. The ties cost 35 cents silver (15½ cents United States currency) each. Emery exports about 2,000 mahogany logs per month, the logs being 3½ yards, more or less, in length and from 12 to 20 inches in diameter. After having seen with my own eyes more than 16,000 logs cut, I can assure you that the present contract is equitable and just to both parties.

The 20th we continued our journey 25 miles above to the settlement of Sixcuas. At a short distance from this place, there are some plantations of cacao

and sugar cane, which are cultivated with good results. I talked with a Mr. Rojas, one of these planters, who has 4,000 cacao trees which produced this year 240 "medios" (12,000 pounds) of good cacao as the first crop. The price at which it is sold there is 50 cents (\$0.3215 United States currency) per pound.

Following the course of the river, I entered the settlements of San Pedro del Norte, Kepi, and Palsaguas, but it was not possible for me to go farther, owing to the difficulty of going up the river in small boats and the little time at my disposal.

The 21st we again left the bar for the river Wawa, where, in addition to the office of the Government, we visited the sawmill of Hoadley, Ingalls & Co. It seems that "Wawa" means, in the Mosquito language, "good for nothing," but according to my way of thinking it is a river not inferior in any way to the Rio Grande. After going a short distance there is a splendid view of the beautiful Karata Lagoon, and to the left is the picturesque settlement of the same name.

The topography of the place is very beautiful, the land is very fertile, and the temperature very agreeable, as the thermometer never goes higher than 85° F.

On the banks of the river are found immense pine forests, which extend for many miles.

Sugar cane, cacao, corn, potatoes, and products of the tropical zone are grown, and they all yield abundantly. There is also found a species of wild cacao, and I was assured that this grows and bears as well as any in the best lands of the Department of Rivas. Mr. Blakesley, a merchant of this place, told me stories so surprising that they would have seemed untruthful had I not known that he was a person of reliability. He also assured me that he had found as many as 42 pods of very good cacao on a wild tree, and that he had seen on the plantation of an Indian who lived close to the town a sugar cane 30 feet in height and 5 inches in diameter. Undoubtedly, we possess valuable lands, which only wait for the hand of man to make them produce in abundance.

I am of the opinion that a sugar refinery, combined with a rum distillery, would give results infinitely better than any other business on the coast. Wawa pine is as good as the best pitch pine of the United States, and until now it has only been exported by the firm of Hoadley, Ingalls & Co., and the Government has not received a cent in the way of remuneration. I at once called for the accounts of the company, and Mr. Wood showed me a concession obtained from the Mosquito Government for a term of seven years, and according to which a small sum was to be paid for each foot of timber. Notwithstanding such requirement, they have not paid a single dollar on account of wood exported from the 12th of February of the year before the Government of Nicaragua took possession of the coast. For further conference, I invited Mr. Wood to accompany me to Bluefields in order to effect a liquidation of accounts and to make a new contract with the Government of Nicaragua on the basis of \$1.50 gold for every 1,000 superficial feet of lumber exported.

On the 24th the *Yulu* anchored outside the bay of Cabo Gracias á Dios, and the same morning we disembarked.

Col. Juan Herrador received us, and he was accompanied by the principal residents of the town. He had recently been appointed inspector in that district to succeed Gen. Francisco Guerrero. Although he had not had time to make himself acquainted with the situation and peculiarities of that region, I can state that he promises to do much in favor of the progress of the district, and that he understands how to maintain the good name of the administration. The Government, political and economical, of General Guerrero has left nothing, in my judgment, to wish for, as it has gained positive results; has attended to the best improvement, materially and intellectually, of the district; has paid all the expenses of the public service, and has been able to accumulate the respectable sum of \$15,000 (\$6,645 United States currency), of which \$10,000 (\$4,430 United States currency) has been sent to Bluefields. Notwithstanding the efforts made by General Guerrero to improve the moral condition of the natives of the cape, they are still found very much behind, and it is the duty of the Government to make them the object of its benevolence. It is notorious that in that district the Indian is treated in a manner that is scandalous, and is made to work without rest and without even means of subsistence. The lamentable condition of these people is due in a great measure to the fact that the debt of the Indian to his landlord is never diminished, but invariably increases or remains stationary, and as a gloomy inheritance is transmitted from father to son. It is my opinion that something should be done in favor of the Indian by putting in force the executive decree of December 1, 1885, which provides for a procurador. Such official is the Indians' guardian, administrator, and natural protector, and at this time the appointment of one would not be a great draft on the public treasury, as this employment might

be connected with the office of fort surgeon, which is now in charge of that intelligent young man, Rafael Granara. The inhabitants of the district of the cape, as well as those of other districts subject to or governed by special laws, are not contented with the present system, and they would like to enjoy to the fullest extent the rights and privileges which the general laws of the Republic extend to Nicaraguans.

To this and other effects, I was presented with the memorial which is annexed hereto and marked No. 3, in which is asked:

1. The organization of a new municipality by means of an election.
2. That all inhabitants of the district shall have the right to vote.
3. That the right to appeal in civil suits shall be granted in cases involving a sum exceeding \$200 (\$88.60 United States currency).
4. That they shall be permitted to purchase at a given price and without any restriction national land suitable for agriculture.
5. That mining industries shall be sufficiently protected.
6. That the Government shall purchase an iron water tank of sufficient capacity and cause such water to be distributed without charge to the poor people who are now obliged to get water from the swamps in the dry season, thus exposing themselves to various diseases.

The 25th we left to view the beautiful river Wanki Segovia. This river, as well as all others of the Atlantic coast, has a vast amount of land well adapted to the cultivation of cereals and of sugar cane. At this time there are various plantations of cacao and coffee which give good results. This river, however, and also the Wawa, Rio Grande, Prinzapolco, and Escondido, have the drawback of shallow bars which can only be crossed by boats of light draft. The bar of the river Segovia has 8 feet of water; that of the Wawa, 10 to 11; Prinzapolco, 4 to 5; Rio Grande, 7 to 8; and the Escondido, from 12 to 14. It would be a great advantage to open up these bars, and what an immense territory would thereby be opened to the commerce of the world. The advantages which would flow from the opening of the bar at Bluefields so as to enable steamers of speed to enter, would be incalculable. Were it possible for fast steamers of great draft to reach Rama, the planters of bananas might export their fruit to Philadelphia and New York and perhaps supply the markets of Europe, thus relieving them of the monopoly of the markets of New Orleans and Mobile.

The purchase by the Government of a dredge capable of doing this work is desirable, and the enterprise is not beyond the resources at its command. A dredge capable of navigating the sea from one river to another, which at times might be necessary, would hardly cost more than \$80,000 (\$35,440 United States currency), and the running expenses of the same would not exceed \$5,000 (\$2,215 United States currency) per month. It is, then, the duty of the Government to take this step immediately, and I beg to suggest that it would be one of the greatest blessings which could happen to the coast.

The difficulty of finding regular transportation on the coast is one of the most serious defects encountered there. To obviate this it is of the greatest necessity to purchase a small steamer to be employed in making trips along the coast according to an official schedule.

The purchase of such vessel would materially benefit commerce, would lead largely to the suppression of smuggling, and would add to the revenues of the treasury, as Government employees and troops might thereby be transported from point to point on the coast.

The vessel, too, is especially desirable for the speedy transportation of troops in cases of emergency.

Another void is felt on the coast, and in the interest of commerce with foreign countries, the missing elements should be supplied. It is notorious that in all civilized countries it is the custom to place lights at certain points on the coast in order to notify navigators of shoals, shallows, etc. In the West Indies, these lights are found even on the most insignificant islands.

On our Atlantic coast, not one is to be found. It is necessary, therefore, to have one at Cabo Gracias a Dios and one at Bluefields Bluff. Improvements of this character would not only be of insignificant cost, but would add to our reputation in other parts as a progressive and civilized country. * * *

Three important matters were left with me to resolve, namely: To arrange the collection of the duties of imports and exports and open a budget for the Department of Zelaya and District of Siquia. It was necessary to establish fixed rules in order to make the duty on exports just and at the same time secure a small remuneration in favor of the Government for the natural products taken from its soil, forests, and territorial waters.

In regard to the importation of foreign merchandise, the matter was somewhat more difficult. I have always thought that one of the best means to amalgamate and attract the people of Mosquito and cause them to be good Nicaraguan citizens would be to introduce and enforce in that territory the general laws of the country, or at least to harmonize the decrees there promulgated with such general laws. In this matter it seems proper, the same being a just basis, to introduce and establish the system of collecting duties according to weight.

The merchants there understood my position, but they desired to perpetuate the ancient and imperfect system of collecting duties *ad valorem*. The reasons which they assigned in the memorial presented by them I could easily refute, and at the same time, demonstrate the multiple advantages which our custom offers as much for commerce as for the Government. Decree No. 14, regulating importations, establishes the "by weight" system for the collection of duties at the rate of 40 per cent actual tariff, instead of the 10 per cent *ad valorem* previously in force.

Another grave defect of the old law was that it called for the payment of duties more than once, the merchants in Bluefields having to pay at the time of importation, and the same goods, if afterwards sold to Rama, Rio Grande, or Prinzapolco merchants, were subjected to the payment of further duties upon reaching such districts, thus making it almost impossible for Bluefields merchants to sell to dealers in such sections. I can not conceive how it was possible to accept a system so intricate and perplexing. This abuse is now abolished, and there will be but single duty for the Department of Zelaya and District of Siquia, which will all be paid at the treasury at Bluefields and before forwarding the merchandise to its ultimate destination.

The general estimate will be in operation from and after the present month and the amount of \$185,708.90 (\$82,266 United States currency) will annually be distributed as follows:

		United States currency.
Department of government.....	\$29,292.00	= \$12,976.35
Department of police.....	65,696.15	= 29,103.89
Department of war and navy.....	25,075.25	= 11,108.86
Department of finance.....	31,281.50	= 13,857.70
Department of public works.....	17,520.00	= 7,761.86
Department of public instruction.....	9,800.00	= 4,341.40
Department of justice.....	7,040.00	= 3,118.72

As will be seen by the small amount expended for public instruction, the school system is now in an incipient state. As a general rule, the Moravians are the only ones engaged in teaching. The nation pays some of these schools, but it does not even have the benefit that in them shall be taught the languages of the Republic, together with its history and constitution. Not only this, but what love can there be in the heart of the pupil for Nicaragua when he is taught by professors most of whom are British subjects and do not speak a single word of Spanish?

It is time that the Government should think of founding a college at Bluefields, a school in which American professors, being familiar with English and Spanish, may speak the beautiful language of Castile, instruct the pupils in the history and geography of the mother country, and also give instruction respecting the Government, constitutional laws, and uses and customs of Nicaragua.

On the Atlantic coast, there are several small islands covered with cocoanut trees. The nuts are exported without remuneration of any kind to the Government. With the object of correcting this, I authorized the intendant to sell at auction, to the highest bidder, the privilege of gathering such nuts for the term of one year. * * *

The new laws for the custom-house, especially those which regulate the duties on liquors, will undoubtedly stimulate smuggling, the extensive width of the bay at Bluefields and the number of its outlets to the sea affording apparent opportunities for contraband commerce.

In order to guard against this, I thought it advisable to purchase a small steamboat to patrol the lagoon day and night in every direction, and I managed to secure a suitable one for \$2,500 (\$1,107.50 United States currency).

Since the publication of Minister Callejas's report, a college has been established at Bluefields.

THOMAS O'HARA, *Consul*.

SAN JUAN DEL NORTE, August 16, 1897.

SUPPLEMENTARY REPORT.

UNITED STATES TRADE WITH NICARAGUA.

It appears that but 23 per cent of the imports in 1895 into the Pacific ports of Corinto and San Juan del Sur were from the United States.

During the year ended June 30, 1897, the United States' share of all the imports into the Atlantic ports was as follows: Bluefields, 83.6 per cent; Cabo Gracias á Dios, 85 per cent (estimated); San Juan del Norte (consigned to local merchants), 48.8 per cent; consigned to interior merchants, 58 per cent; both local and interior, 52.8 per cent.

From the lists of imports, it is apparent at a glance that there is very little foundation for the popular idea that the United States can sell an abundance of kerosene, breadstuffs, and provisions abroad, but that she can not successfully compete with certain other nations in the sale of manufactured goods generally.

Ninety-five per cent of the boots and shoes imported for the interior came from the United States, and our share of other imports was as follows: Arms and ammunition, 85 per cent; baby cabs, 100 per cent; agricultural implements, 87 per cent; cordage, rope, etc., 90 per cent; cutlery, 74 per cent; drugs, 59 per cent; fence wire, 100 per cent; glassware, 61 per cent; harness, 56 per cent; instruments, 68 per cent; jewelry, 100 per cent; lamp ware, 97 per cent; leather, 69 per cent; paints and oils, 73 per cent; sewing machines, 100 per cent; street-railway supplies, 100 per cent; tools, etc., 73 per cent; velocipedes, 100 per cent, and 58 per cent of all the imports.

This is not a bad showing. In giving statistics in detail, I have not been blind to the fact that the total value of such imports per annum is insignificant as compared with the imports into most other countries. A commission of $2\frac{1}{2}$ per cent on all the imports entered at this port during the year would amount to less than \$8,000, a sum barely sufficient to pay the annual clerk hire in a single commission house of very modest pretensions.

Still, I think it will be of value for United States merchants and manufacturers, especially as the same conditions apply here as in South America and the West Indies.

TRANSPORTATION.

The Hamburg-American Line gives rates to San Juan del Norte from Hamburg, Geestemünde, Antwerp, Grimsley, or Havre of \$6.80 to \$9.25 (United States currency) per ton of 40 cubic feet or 1,000 kilograms (2,204.6 pounds), at the company's option.

The Atlas Steamship Company has established the following rates in United States currency:

New York to San Juan del Norte:	
Coal in bags, per ton of 2,240 pounds.....	\$1.50
Kerosene, per case of two 5-gallon tins .....	.85
Flour, per half barrel.....	.40
Fence wire, per 100 pounds.....	.35
Measurement goods, per cubic foot.....	.15
London to San Juan del Norte:	
Cement, per ton of 2,240 pounds.....	5.47
United Kingdom to San Juan del Norte:	
Iron goods, per ton of 2,240 pounds.....	7.30
Measurement goods, per 40 cubic feet	9.73
Hamburg to San Juan del Norte:	
Rice, per ton of 2,240 pounds.....	7.30

Special rates are given on flour, kerosene, and wire to be shipped to the interior, viz, kerosene, 30 cents instead of 35, the regular rate; flour, 30 cents instead of 40, and wire, 30 cents instead of 35.

Rates on exports are as follows:

Coffee:

To New York, per 100 pounds.....	\$0.80
To London and Continent, per 2,240 pounds.....	9.73

Rubber, hides, and skins:

To New York, per 100 pounds.....	.60
To London and Continent, per 2,240 pounds.....	14.60

Freight rates to both coasts of Central America are upon the whole cheaper from New York than from Europe. Yet such statistics as are available seem to show that of the total imports for the interior, via Corinto and San Juan del Sur, only about 23 per cent came from the United States. In view of the equality in freight rates, this would seem to be attributable mainly to the lack of proper effort upon the part of our merchants and manufacturers to work up trade in western Nicaragua—to work it up as they do at home.

If American boots and shoes, cutlery, harness, lamp ware, tools, and scores of other articles of American manufacture can be imported into western Nicaragua via San Juan del Norte, and successfully compete with goods of European manufacture, the same kinds of goods may be imported into western Nicaragua by way of Panama and meet with as ready sale as goods imported via the San Juan River. Much as can be said in favor of the San Juan del Norte route, its most ardent advocates will not claim that mere shipment over the route improves the quality or value of goods so shipped.

The value of United States manufactures passing up the San Juan River is small; 85 per cent of such goods, however, were sold at a profit, notwithstanding the keen competition of European manufactures. There appears to be no good reason why the sales of the same kinds of American goods, if properly pushed, may not attain largely increased proportions, not only in western Nicaragua, but in many other parts of Central and South America, Mexico, and the West Indies.

In round numbers, Colon is 4,700 miles from Liverpool, 5,100 miles from Hamburg, and 2,000 miles from New York. There is direct and regular steamship communication between New York and Colon.

Our consul-general at Panama reports that the freight transported by the Panama Railroad during the year 1893 amounted to 200,082 tons. Two hundred thousand tons a year is but 3,850 tons a week.

During the year ended June 30, 1894, the railroads in the United States carried 638,186,553 tons of freight. The number of tons carried 1 mile during the same period was 80,335,104,702. The average number of tons per train was 179.80. The Panama Railroad is 47 miles in length. Twenty-one train loads of 180 tons each would carry all the freight passing over the line in a week. These figures appear small when we consider the vast extent of the territory which in part receives its supplies and ships its products via the Isthmus of Panama, and it is evident at a glance that, however large a share of the commerce of the Pacific ports of Colombia and Central America travels across the Isthmus of Panama, the major part of the commerce of the western coast of South America passes around Cape Horn. The exports of Chile alone amounted in 1895 to more than 1,600,000 tons, or eight times the total tonnage carried by the Panama Railroad during the year ending June 30, 1894.

Reference to the carrying capacity of the vessels regularly plying between New York and Colon will show that, were it possible to give New York absolute control of all the freights passing over the Panama Railroad, it would not require many additional vessels to carry every pound of the freight to and from New York.

The Royal Mail Steam Packet Company classifies freights for Panama and for Pacific ports in Central America and Mexico as follows:

Valuable.—Laces, silks, ribbons, velvets, opium, quinine, furs, silk and cotton and silk and woolen mixed goods, silk elastics, silk and kid gloves, scientific instruments, indigo, porcelain, oil paintings, plated ware, ivory, and other valuable goods.

Fine.—Apothecary wares, arms, apparel, books, cashmere, cigars, cottons (printed), cotton stuffs, cottons (bleached and dyed), crape, cutlery, cinnamon, drugs, engravings, essences, encaustic tiles, glass (fine), gloves (not kid or silk), haberdashery, hosiery, linens (bleached), mercery, merinos, millinery, muslins, medicines, perfumery, playing cards, private effects, small wares, stationery, surgical instruments, tobacco, tissues, umbrellas (silk), woolens (fine), worsteds.

Coarse.—Bagging, bedding, boots and shoes, baizes, blankets (cotton), beads, bicycles, brushes, brush ware, candle wick, coverlets, canvas, carpets, chinaware, chandeliers, cloves, cummin seed, cotton (unbleached or gray), druggets, floor cloth, fustians, flannel, hats (straw), hats (silk and felt), india-rubber ware, jute cloth, lamp wick, linens (unbleached), leather (dressed), machinery (small), musical instruments, osnaburgs, oilcloth, quilts, rugs, safes, slop clothing, sewing machines, saddlery, sacks, sacking, sponges, thread, umbrellas (cotton), woolens (coarse), yarns.

Common.—Biscuits, blocks, borax, brimstone, butter, candles, capsules, castings, carriages, cart bushes, cheese, confectionery, copying presses, cordage, felt (sheathing), fire bars, furniture (common, chairs excepted), groceries (not tea), Epsom and Glauber salts, gun metal, hams, hardware, hammocks, harness (common), hops, ink (in bottles), ironmongery, lampblack, lamps (common), lead, lead piping, leather (undressed), malt, mats, matting, mattresses, machetes, millboards, oilmen's stores, paints, paper hangings, perambulators, printing paper, provisions (not tea), pulleys, rope, seeds, saltpeter, shot, scythes, sickles, stearine, show cases, tin, tin plates, tricycles, twine, wax, window glass (common), wines and spirits in cases and small, strong casks.

Rough.—Agricultural implements, alum, aerated waters, barrows, basins (iron), baskets, basketware, bedsteads (common), bellows, bottles (empty), brooms, broomstails, buckets, blacking, chairs (common), charcoal, clogs, corks, door frames, emery cloth, fire clay, fire bricks, galvanized cans, glassware (common), hoes, hollow ware, kennels, mops, pails, packing paper, pickaxes, pumice stone, sadirons, sash weights, shovels, sieves, slates (school), soap (common), spades, soda, stoneware, tanks (empty), tinware, trunks (empty), tobacco pipes (clay), wire netting, wrapping paper, zinc.

Special.—Quicksilver, barley, beer, boilers, bran, bricks, cement, chalk, coke, dholl, earthen pipes, earthenware, engines, flagstones, hay (compressed), curbstones, launches (steam or other), lime, locomotives, millstones, manures, machinery (large), oats, oxbows, plaster of paris, pollard, potatoes, puncheons, puncheon packs, retorts, rice, salt, straw papers, thrashing machines, timber, truss hoops, wagon frames, wheels, and axles, whiting, wood hoops.

Iron.—Anchors, bars, bolts, nuts, chains, galvanized girders, hoops, nails, pigs, pipes, rails, rods, sheets, tubes.

The rates are per ton measurement of 40 cubic feet or per ton gross weight of 2,240 pounds, at option of company, with 5 per cent primage in addition.

The minimum charge for freight from London is £1 1s. (\$5.11 United States currency) to Panama, and £1 11s. 6d. (\$7.85 United States currency) to Central American ports.

The various rates, according to the foregoing classification, from London to Colon, Panama, and Central American ports do not indicate, when compared with rates from New York to the same points, that United States shippers are placed at a disadvantage in the matter of freight rates to Central American ports via the Panama route.

Nor would there seem to be any good reason why freights from New York to western South America, via Cape Horn, should not be carried at as reasonable rates as freights from Great Britain, France, and Germany to western South America by the same route.

The distance from New York to Pernambuco is 3,696 miles. The distance from Plymouth, England, to Pernambuco is 3,867 miles. From Pernambuco to Cape Horn or the Straits of Magellan, all vessels take the same route.

In his report on transportation, dated February 4, 1897, Consul Dobbs, of Valparaiso, Chile, says:

There is constant and direct steamship communication along the Chilean coast and with the west coast generally as far as Panama and Central America.

The steamers to Panama connect with lines to New York and Europe, and to Mexico and San Francisco, via the Straits of Magellan, there is frequent and regular steamship communication with the east coast, the United States, and Europe.

Besides this, there is a considerable trade carried on in sailing vessels with the United States.

The length of voyage by steam to and from the United States, via Panama, is reckoned at one month, and by sail around Cape Horn two and one-half to three months.

Until two or three years ago, the development of business between the United States and Chile was greatly retarded by lack of direct and cheap transportation facilities. The only steamer route was via Panama, with freight rate of about 120 shillings (\$29.20 United States currency) per ton of 40 cubic feet, and the bulk of the carrying was done by sailing vessels, costing 35 to 40 shillings (\$8.516 to \$9.733 United States currency) per ton; consequently it was a common practice to ship by steamer from New York to Hamburg for transshipment; thence to Valparaiso at through rates of 60 to 70 shillings (\$14.60 to \$17.08 United States currency).

This, however, has been entirely changed by the advent of the Merchants' Line and the West Coast Line of steamers in 1893-94, plying direct between New York and the west coast of South America, via the Straits of Magellan, and carrying common goods, such as kerosene, rosin, nails, agricultural implements, etc., at rates of 17s. 6d. to 25s. (\$4.26 to \$6.08 United States currency), which is just about one-half of those formerly in vogue by sailing vessels.

The rates on dry goods, hardware, and finer classes of merchandise are somewhat higher, but still compare favorably with those ruling from Europe.

If the four steel steamships so placed on the route by W. R. Grace & Co. and giving a monthly freight service between New York and ports on the west coast of South America have been withdrawn, as I have seen reported, there is abundant reason to believe that the venture failed, not because of the company's inability to compete with European freight rates, but because our merchants and manufacturers neglected to work up American trade in western Nicaragua of sufficient extent to give the vessels decent employment.

San Juan del Norte is practically the same distance as Colon from Hamburg, Liverpool, and New York, respectively.

The United States has railway connection with Mexico and regular steamship connection on the Atlantic side with Mexico, the West Indies, Guatemala, Honduras, British Honduras, Nicaragua, Costa

Rica, Colombia, Venezuela, the Guianas, Brazil, Uruguay, and the Argentine Republic. River steamers ply between Uruguay and Paraguay and carry all or nearly all freights to and from the latter country to the Atlantic.

For the purposes of this report, such vessel communication as we may have with Salvador, Ecuador, and Peru will not be considered.

The distance from New Orleans to Colon is 1,380 miles and to Vera Cruz but 788 miles.

In 1894, established steamship lines dispatched their vessels from New York to South and Central America, Mexico, and the West Indies as follows:

1. Curaçao, Puerto Cabello, and La Guaira, every ten days; Maracaibo, monthly.

2. Rio de Janeiro, Pernambuco, and Santos, monthly.

3. Para and Manaos, return via Barbados, monthly; Para, Maranham, Cera, or Pernambuco, thence to London, and return via same ports to New York.

4. Various ports in Brazil, sailings irregular.

5. Demerara, monthly.

6. Pernambuco, Rio de Janeiro, and Bahia, every ten days; Montevideo, Buenos Ayres, and Rosario, sailings according to requirements of trade.

7. Various ports in South America and West Indies, according to requirements of trade.

8. Montevideo, Buenos Ayres, and Rosario, return via Rio de Janeiro, semimonthly.

9. Colon, weekly.

10. Colon, every ten days.

11. Jamaica, Nicaragua, Honduras, and British Honduras, fortnightly.

12. Jamaica, Colombia, and Nicaragua, sailings irregular.

13. Nicaragua and Colombia, fortnightly.

14. Baracoa and Gibara, every seven to fourteen days.

15. Havana, Mantanzas, and Central American ports, sailings irregular; Nassau, Santiago, and Cienfuegos, fortnightly.

16. Haiti, Curaçao, Puerto Cabello, La Guaira, Trinidad, Demerara, Paramaribo, and other West Indian and South American ports, and from thence to Amsterdam, every three weeks.

17. Havana, Mexico, Colombia, and Venezuela, every ten days.

18. Haiti and Colombia, fortnightly; south Haiti and Costa Rica, fortnightly; Kingston, Jacmel, and Aux Cayes, fortnightly.

19. Santo Domingo, fortnightly.

20. Haiti, monthly.

21. Bermuda, fortnightly.

22. Bahamas, monthly.

23. Matanzas and north Cuba, monthly; Santiago de Cuba and Cienfuegos, monthly.

24. Porto Rico, fortnightly.

25. Granada, Trinidad, and Demerara, weekly.

26. St. Thomas, St. Croix, Guadeloupe, Martinique, St. Lucia, and Barbados, sailings irregular.

27. West Indian ports, sailings according to requirements of trade.

28. Cuban ports, every ten days.

Certain changes have been made since 1894, but the number of vessels employed and their itineraries remain practically the same as in 1894. The Atlas Steamship Company now sends its vessels twice

a month to San Juan del Norte and Cabo Gracias á Dios. The lines so connecting New York with Mexico, Central and South America, and the West Indies had in all 131 steamships and a total gross tonnage of 253,119, an average per vessel of 1,939 gross tons. The reported value of such vessels was \$19,518,110.

Assuming the number and the gross tonnage of steam vessels regularly trading between New York and the countries and colonies mentioned to be the same now as in 1894, and taking a fair average of the number and gross tonnage of steam vessels regularly employed in trade between Boston, Philadelphia, Baltimore, Pensacola, Tampa, Mobile, and New Orleans with West Indian, Colombian, Central American, and Mexican ports (Savannah and Galveston trade being excluded for want of reliable data), the following table will serve to show the extent of steamship traffic between our Atlantic ports and the various Atlantic ports of American countries lying south of us:

Flag.	Number of vessels.	Gross tonnage.	Value.
Belgium	3	7,384	\$375,000
Denmark	3	1,669	160,000
Germany	3	5,668	875,000
Great Britain	97	174,170	9,316,110
Netherlands	6	10,100	550,000
Norway	49	38,432	2,556,000
Spain	4	9,470	1,300,000
United States	54	94,360	9,412,000
Total	219	341,253	24,744,110

The United States has 24.6 per cent of vessels, 27.6 per cent of gross tonnage, and 38 per cent of value.

Americans own a controlling interest in 14 of the 97 British vessels, the gross tonnage of the 14 being 22,883 and the value \$1,230,000.

Eighty-one of the remaining 151 foreign vessels are chartered by Americans, viz, 28 British, 3 Danish, 1 German, and 49 Norwegian vessels. The gross tonnage of the 81 chartered steamships is 84,895 and the value \$4,201,000.

Counting the vessels owned and chartered by Americans, the United States has 149 vessels, or 68 per cent of the total number employed, and a gross tonnage of 202,138, or 59 per cent of the total tonnage.

Forty-one of the American vessels (82,572 gross tons) were built in the United States and 13 (11,788 gross tons) are foreign built, admitted to American registry. Eighteen of the Norwegian and Danish vessels chartered were built in Great Britain.

As already stated, no account is taken of the steamship traffic between San Francisco and the west coast of Mexico, Central and South America, although that trade has assumed respectable proportions.

It is not a violent presumption, however, that for very many years to come the great bulk of American manufactures sold in Central and South America will be shipped from ports on the Atlantic and the Gulf of Mexico.

Excluding Salvador, Ecuador, Peru, Bolivia, and Chile, and making fair allowance for other territory which may be considered as tributary to Pacific ports, the territory lying south of the United States embraces between 5,000,000 and 6,000,000 square miles, and contains a population, at the very lowest estimate, of 38,000,000 people.

The time will never come, perhaps, when the United States can undersell Europe in all manufactures in any foreign market. With proper effort, however, all things considered, there is abundant reason to believe that, within five years, the United States might sell 75 per cent of all the manufactures imported into the vast southern territory tributary to the Atlantic.

As stated in more than one of my reports, the sale of merchandise in Spanish America is small as compared with the sale of goods in the United States. During the calendar year 1895, the value of principal commodities received at the city of Cincinnati alone amounted to \$302,170,630. The value of principal commodities shipped from Cincinnati during the same year was \$278,761,034.

Compare these figures with like figures of Central America, where there is but little manufacturing, and where nearly all the merchandise consumed, including breadstuffs and kerosene, is imported, and the conclusion is irresistible that as to sale and consumption of merchandise per capita of population, no other country in the world begins to approach the United States.

The trade of 40,000,000 civilized people, however, no matter how unfavorably the consumption per capita may compare with that of the United States, must necessarily be of immense proportions. We have captured part of this trade. We should not rest until we have captured 75 per cent of it. The roads leading to this great market are open and free to us as they are to the manufacturers of Europe.

As Mr. Search, of the National Association of Manufacturers, aptly says, "there is no patent on the methods by which this trade is being developed by England, France, and Germany; there is no monopoly of the trade which should bar out the United States."

Further commenting upon our trade relations with our southern neighbors, Mr. Search says:

I am not willing to accept the theory that there is no sentiment in business, and that consequently, all other conditions being equal, our interests are just as well served when British vessels carry our goods and British banks handle our money as they would be if all these operations were conducted under American management and ownership.

In one sense, Mr. Search is right. It requires but slight summons to muster a very respectable array of reasons in support of the proposition that American interests, both at home and abroad, would be promoted were 75 per cent of our exports to be carried in duly registered American vessels.

But, however many blessings might fall to us under such an era, it requires something more than American ships to increase our trade with Spanish America.

Our merchants must push the sale of their goods. Let them bring into full play the same methods and the same energies in Brazil or Argentina that the Chicago merchant employs to capture territory in Missouri from his St. Louis rival, and let them do it in good earnest—not only go at it as if he meant it, but stay at it—and it would not take many years to capture 75 per cent of the import trade.

Increase the sale of our goods in Latin America, and an increase of its exports to the United States is bound to follow. Work up this trade, and American ships may be found to do the carrying part. If they can not be found, we must do without them and be served by foreign ships. Shipbuilding has certainly kept pace with the demands of commerce, and it is likely to so continue. Much as we might deplore the absence of American shipping, it is highly improb-

able that any serious difficulty would be encountered in finding foreign ships to carry our ocean freights.

Our trade in 1896, with Bermuda, Central America, Mexico, West Indies, and South America amounted to \$168,439,184 (imports) and \$91,278,206 (exports), a total of \$259,717,390.

Figures are not at hand showing the value of Mexican freights shipped by railroad.

It goes without saying that neither American nor foreign steamship owners would maintain as large a fleet to carry \$250,000,000 worth of merchandise and products as to carry three or four times that amount.

Besides the 219 steamships now regularly running on the Atlantic side between the United States and Latin America, sailing vessels having an aggregate tonnage of no inconsiderable size are in constant service.

EFFECT OF CANAL ON TRADE.

Our merchants and manufacturers are anxiously awaiting the construction of a canal connecting the Atlantic and Pacific, and many of them evidently believe that its construction would enable them to establish trades of considerable magnitude with Central and South American countries touching the Pacific.

The shortening of the distance would naturally reduce freight rates and increase the volume of commodities carried.

However much the opening of the canal might extend United States trade in certain Eastern countries, it is not at all certain that it would of itself operate to give our merchants and manufacturers control of the western markets of Mexico, Central and South America. The canal would shorten the route from our Atlantic and Gulf ports, but it would also shorten the route from Great Britain, Germany, and France, our principal rivals. We would be a few days nearer than our rivals to those markets, but in the case of a single pair of shoes or any other single article of the same class of freight, the difference in cost of transportation would be so small as to not cut the slightest figure in the sale of such article when offered at retail in Ecuador, Chile, or Peru.

Imports and exports in 1894 of the countries and possessions lying south of us were as follows:

Countries.	Imports.	Exports.	Total.
Mexico.....	\$48,089,536	\$36,713,865	\$84,803,401
Central America.....	12,355,000	17,065,806	29,440,806
South America.....	375,216,824	364,163,590	739,380,414
West Indies.....	122,680,660	148,831,834	271,512,494
Total.....	558,342,020	566,798,095	1,125,140,115

As already stated, the total export and import trade of the United States in 1896 with the territory just mentioned amounted to \$259,717,390, equal to but 23 per cent of the total trade of such countries and possessions in 1894, and leaving 77 per cent for other countries.

The total value of imports and exports of the United States from and to all countries in 1896 was \$1,687,427,493, or \$562,307,378 more than the entire trade of Mexico, Central America, South America, and the West Indies in 1894.

For present purposes, it might not be profitable to show the value

of Central and South American trade passing over each of the various trade routes nor to give the values of such trade enjoyed by Great Britain, France, and Germany. Suffice it to say that whether the Nicaragua or the Panama Canal be built, the distance from either San Juan del Norte or Colon to British, French, and German ports will remain unchanged.

Great Britain, France, and Germany ship their goods to-day to Colon and San Juan del Norte, the Atlantic ports, respectively, of the projected Panama and Nicaragua canals, although New York is approximately but 2,000 miles distant from either port, and New Orleans less than 1,400 from Colon.

According to Consul-General Vifquain, imports into Colon during the year ended June 30, 1896, were as follows, values being expressed in Colombian currency:

United States	\$220, 171. 08
Great Britain	138, 664. 00
Germany	70, 796. 03
France	64, 900. 20
Other countries	83, 264. 33
Total	577, 795. 64

The imports from Halifax, Nova Scotia, amounted to \$41,684.35.

In my dispatch of April 18, 1895,* I reported the advertised sailing of a schooner from Halifax to Colon with a cargo consisting of flour, codfish, herring, mackerel, salmon, lobsters, split peas, potatoes, granulated sugar, brooms, lumber, and "1,500 cases oil (Arrow Brand), 150° fire test."

During the year ended June 30, 1896, imports into Panama were as follows:

Great Britain	\$480, 692. 21
United States	425, 778. 62
France	141, 306. 18
Germany	85, 534. 12
Other countries	286, 188. 78
Total	1, 419, 499. 91

Thirty-eight per cent of the Colon imports and 30 per cent of the Panama imports come from the United States. Great Britain, France, and Germany combined had 49 per cent of the imports of each port. With a canal connecting the two oceans, it is reasonable to suppose that the per cent of United States imports into Panama would be substantially the same as the per cent of United States imports into Colon.

It is unquestionably true, too, that the shortening of the distance by water between United States ports on the Atlantic and South American ports on the Pacific will cheapen freight rates, and thus materially increase the volume of freights, especially in coarse goods and products.

On the other hand, considering that there is not a single port on either coast of South America that is not to-day nearer New York than the mouth of the English Channel, notwithstanding which Great Britain, France, and Germany control the greater part of the trade of South America; and not overlooking the further fact that the merchants of these countries are just as anxious as the merchants of the

* Consular Reports, No. 177 (June, 1895).

United States for the construction of an isthmian canal, I repeat that however much the building of a canal might enlarge our trade in certain Eastern countries, and however much the cheapening of rates might tend to increase our trade with the western coast of South and Central America, the trade of England, France, and Germany with Central and South American countries will correspondingly increase unless we push the sale of our goods in these countries as we do at home.

AMERICAN VESSELS.

The United States consul at Hamburg, Mr. Robertson, has stated that "it is estimated that the United States pays \$300,000,000 annually to the owners of foreign vessels for transporting American products alone."

The estimate appears to be a liberal one. The total value of domestic products and manufactures of all kinds exported from the United States during the year 1896 was \$986,844,193, carried as follows:

In cars and other land vehicles	\$58,707,610
In American vessels	73,342,505
In foreign vessels	854,794,078

If it cost \$300,000,000 to transport the products carried in foreign vessels, the cost of transportation per \$1 worth of products exceeded 35 cents.

This is remarkable, considering that Europe alone took \$777,837,602 of our exports, while North America took \$120,886,573.

The value of breadstuffs, provisions, and unmanufactured cotton alone amounted to \$550,826,647, while unmanufactured copper, iron ore, iron (scrap, pig, band, hoop, scroll, and bar), car wheels, castings, steel (ingots, bars, and rods), nails, spikes, iron and steel plates and sheets, railway bars, wire, lead, leather, lime, marble and stone, roofing slate, resin, tar, turpentine, pitch, nickel, oil cake, oil-cake meal, oils, paraffin, seeds, soap, spermaceti, unmanufactured tobacco, vegetables, timbers, lumber, shingles, shooks, staves, heading, manufactures of wood, exclusive of furniture, zinc, and raw wool, aggregated \$220,386,100.

An examination of this list is not apt to lend support to the estimate of 35 cents freight charge for every dollar's worth of freight.

The estimate of 35 cents, too, makes no allowance for goods and products carried in vessels owned by Americans but not carrying the American flag.

The earnings of Atlantic steamships as published in the report of our Commissioner of Navigation would seem to indicate that the cost of transporting products must be considerably under the estimate mentioned.

According to Special Consular Reports, Highways of Commerce, freight rates in 1893 were as follows:

Guatemala:		
From New York via Panama	per ton ..	\$18.00
From New Orleans	do ..	10.00
British Honduras, from New Orleans	per barrel ..	.75
Bluefields, Nicaragua:		
From New Orleans	per ton ..	10.00
From Mobile	do ..	10.00
San Juan del Norte, Nicaragua:		
From New York	do ..	\$8.00 to 10.00
From London	do ..	7.30 to 11.00

Panama, from Colon (Panama Railroad).....	per ton..	\$4.00 to \$16.00
Dutch Guiana:		
From New York.....	per dry barrel..	.50
Do.....	per ton..	6.00 to 8.00
British Guiana, from New York.....	do..	2.68 to 8.00
Brazil:		
From New York.....	do..	6.08 to 8.52
From London.....	do..	4.87 to 9.73
From Hamburg.....	do..	6.08 to 8.52
From Italy.....	do..	4.87 to 7.30
From Austria.....	do..	6.08 to 8.52
From France.....	do..	7.30 to 9.73
Ecuador:		
From Liverpool.....	do..	9.73
From Hamburg.....	do..	9.73 to 12.77
Peru, from Panama to Callao.....	do..	5.40
Paraguay, from Montevideo to Asuncion.....	do..	4.50 to 5.00
Uruguay:		
From Europe.....	do..	10.00 to 25.00
From Rio de Janeiro to River Plate.....	do..	5.00
Glasgow, Scotland:		
From Montreal and Quebec—		
Flour.....	do..	1.21 to 3.40
Grain.....	per quarter..	Free to .83
Provisions.....	per ton..	3.04 to 4.86
Woodenware.....	do..	3.65 to 5.46
From New York—		
Grain.....	per bushel..	.07
Flour.....	per barrel..	.36 to .48
Flour, in sacks.....	per ton..	2.40
Clover seed.....	do..	4.20
Bacon.....	do..	4.20 to 4.80
Lard.....	do..	4.20 to 6.00
Cheese.....	do..	6.00 to 7.20
Tallow.....	do..	4.20
Beef and pork.....	per barrel..	.72
Beef.....	per tierce..	.96
Beef, fresh.....	per 40 cubic feet..	3.60
Oil cake.....	per ton..	2.40
Hops.....	per pound..	$\frac{1}{2}$ to $\frac{3}{4}$
Tobacco.....	per hogshead..	4.20
Do.....	per 40 cubic feet..	4.80
Resin.....	per ton..	4.20
Apples.....	per barrel..	.60 to .72
Hams.....	per ton..	4.80
Butter.....	do..	6.00 to 7.20
Cattle.....	per head..	9.60 to 10.80
Hay.....	per ton..	7.20
Measurement goods.....	per 40 cubic feet..	3.60 to 4.80
Lumber (hard).....	per ton..	4.20
Do (soft).....	do..	5.40
Horses.....	per head..	20.00 to 25.00
Belgium, from New York.....	per ton..	1.50 to 5.00
Denmark, from New York.....	do..	4.82
France:		
To China, Japan and far East.....	do..	6.75 to 8.68
To New Orleans.....	per 1,543 pounds..	3.96
To New York.....	per ton..	3.86
From New York.....	do..	5.79
To Brazil.....	do..	12.55 to 13.51
To Argentine Republic.....	do..	6.75 to 8.69
To West Coast of Africa.....	do..	4.93 to 10.62
To Smyrna and Palestine.....	do..	4.93 to 10.62
Spain:		
To Puerto Rico, Havana, Vera Cruz.....	do..	9.65 to 19.30
To La Guayra, Puerto Cabello, Cartegena, and Colon.....	do..	4.83 to 19.30
To New York.....	do..	5.79 to 27.40
To Panama.....	do..	19.30 to 30.88

Spain—Continued.

To Punta Arenas, San Juan del Sur, Corinto, and Champerico	per ton	\$19.30 to \$31.84
To Callao	do	14.47 to 38.60
To Valparaiso	do	30.88 to 46.32
To Montevideo and Buenos Ayres	do	4.82 to 9.46
To Brazil	do	7.72
Italy:		
To Montevideo and Buenos Ayres	do	4.83 to 6.75
To Colon, La Guayra, Puerto Cabello, Curaçao, and Cartagena	per ton	4.83 to 6.75
To Brazil	do	8.49 to 10.62
To New York	do	3.00 to 6.08
To New Orleans	do	4.50
To Australia	do	6.95 to 10.71
To Shanghai	do	8.52
Turkey:		
To Marseilles	do	3.00 to 3.40
To Liverpool	do	11.00
Finland to Hull	do	3.03 to 4.00
Norway to New York	do	3.89 to 4.86
Madagascar:		
To London	do	7.00 to 10.00
To New York and Boston	do	15.00 to 20.00
Mozambique:		
To Hamburg	do	10.00 to 20.00
From Hamburg	do	10.00
South Africa, from London	do	5.47 to 14.00
Madeira:		
To London	do	3.83 to 7.37
To Liverpool	do	3.65
To Hamburg	do	4.86
India (Calcutta):		
To Liverpool	do	4.27 to 7.37
To Hamburg	do	3.65
To West Indies	do	4.86
To Boston, seeds and indigo	do	6.00
To United States (sailing vessels)	do	5.00
Java:		
To London	per 1,344 pounds	15.00
Do	per 40 cubic feet	6.56
To New York	per 1,344 pounds	17.03
Do	per 40 cubic feet	6.56
To Boston	per 1,344 pounds	20.06
Do	per 40 cubic feet	8.89
Hongkong:		
To Tacoma	per ton	10.00
From Sydney	do	6.08
Philippine Islands to Liverpool	do	12.55 to 14.48
New South Wales:		
To London	do	11.43 to 12.16
To Hongkong	do	6.08
To San Francisco	do	9.73 to 14.59
To Vancouver	do	9.73
Australia:		
To England	do	8.51 to 14.59
From England	do	4.86 to 7.29
To Hongkong	do	8.51 to 9.73
To Calcutta	do	7.29
New Zealand:		
From London	do	7.30 to 26.76
To London	do	6.08 to 24.33
From San Francisco	do	16.00
From New York (sailing vessels)	do	7.00 to 8.00
Tahiti:		
From San Francisco	do	8.00
To San Francisco	do	6.00
Hawaiian Islands to Vancouver	do	5.00 to 24.00

In 1892, the *Compagnie Générale Transatlantique*, a French company owning 66 steamships with a gross tonnage of 172,423, carried 809,906 tons of freight, at an average of \$7.04 per ton. The vessels are employed on the Atlantic and the Mediterranean.

An examination of the annual statements of certain other steamship companies printed in the report for 1894 of our Commissioner of Navigation, would seem to indicate that \$7 per ton is a fair average, the statements indicating that on many long routes the charge per ton for freight is far below \$7.

The statements so examined are those of the following lines:

1. *Peninsular and Oriental Steamship Company* (British): 51 vessels; gross tonnage, 213,784; employed on Atlantic and Mediterranean, and, via the Suez Canal, on the Indian and Pacific; gross freight receipts, 1893, \$5,676,752.

2. *Pacific Steam Navigation Company* (British): 38 vessels; 111,937 tons; Atlantic and Pacific; gross freight receipts, 1893, \$2,494,502.

3. *Compagnie des Messageries Maritimes* (French): 58 vessels; 208,048 gross tons; Atlantic, Mediterranean, and, via Suez Canal, the Indian and Pacific; freight carried, 1892, 563,189 tons.

4. *Società di Navigazione Generale Italiana* (Italian): 105 vessels; 171,174 gross tons; Atlantic, Mediterranean, Indian and Pacific. Gross receipts: Freight, \$3,169,925; passengers, \$2,931,161. Net profit, 1893, \$493,920.05.

5. *North German Lloyd Company* (German): 80 ships; 225,097 gross tons; Atlantic, Mediterranean, Indian, and Pacific; number passengers carried in 1893, 203,258; net profit on freight and passengers, after deducting \$1,583,908.35 for depreciation of vessels, etc., \$285,600.

6. *Hamburg-American Company* (German): 51 vessels; 155,806 gross tons; Atlantic; in 1893 carried 103,114 passengers and 1,226,354 tons of freight; net profit for year (all of which was allowed for depreciation of vessels), \$966,460.

The gross tonnage of American steam vessels on the Great Lakes in 1894 was 843,240, or 501,987 tons in excess of the gross tonnage of all the steam vessels trading between our Atlantic ports and Mexico, Central America, South America, and the West Indies.

RAILROADS.

There are none in operation in this district.

COMMERCIAL TRAVELERS.

San Juan del Norte is a free port. Commercial travelers are not taxed, no license is required, and samples are admitted without restrictions.

TELEGRAPH LINES.

By means of the telegraph line constructed by the Maritime Canal Company of Nicaragua, San Juan del Norte has direct communication with Granada, Managua, Leon, Corinto, San Juan del Sur, and other towns in western Nicaragua. The Government of Nicaragua operates the line and keeps it in repair.

On September 6, 1897, Mr. M. J. Clancy, our consular agent at Bluefields, wrote as follows:

I have the honor to inform you that permanent telegraphic communication was opened to-day between this city and Rama. By this means, we now have direct

cable communication with the United States via Vera Cruz, Mexico, and Galveston, Tex.

Heretofore, all telegrams had to be sent up to Rama and were transmitted from there, the answers having to come down by boat. We can now telegraph to San Juan del Norte by way of Rama.

WAGES, SILVER, ETC.

The value of the Nicaraguan peso or dollar has fallen in San Juan del Norte to $38\frac{1}{3}$ cents (United States), a drop of $3\frac{2}{3}$ cents since the first of the month. Prices of goods of all kinds have been increased 25 per cent. Wages, however, remain just where they were two years ago, when the peso was worth 50 cents (United States).

Excepting plantains, beans, and yams, 95 per cent of everything the laborer buys is imported from either Europe or the United States. The merchants pay gold prices for their goods and gold rates for transportation and insurance. To the cost of the goods delivered, the merchants add their expected profits, which are seldom less than 25 per cent, and the goods are sold accordingly. An article that costs 40 cents gold delivered at the store may be sold for a Nicaraguan peso, or dollar, if the silver peso be worth 50 cents gold, but not for less than \$1.30, and more likely \$1.35, in Nicaraguan currency, if the peso be worth but 38 cents gold.

The San Juan del Norte baker, shoemaker, tailor, teamster, or common laborer—for the same pay is given to each of the five occupations—receives not only no more pay to-day than two years ago, when the peso was worth 50 cents gold, but not a cent more than he received twenty-three years ago, when the peso was equivalent to $96\frac{1}{2}$ cents gold. For twenty-three years, his wages per day have been \$1.50 silver, regardless of the purchasing power of the money in which he has been paid. In 1895, he could buy with a day's earnings 20 pounds of flour; to-day, he can get but 15 pounds.

LOCAL ORDINANCES.

The President has approved during the year several local ordinances in regard to licenses, etc., in Matagalpa, Jinotega, Juigalpa, Chichigalpa, Rivas, Masatepe, Estelí, Somotillo, Diviamba, El Viejo, and Nandaine. The regulations are so nearly uniform throughout the country that a copy of the ordinances of one town will answer.

ORDINANCES OF MATAGALPA.

The President of the State has been pleased to approve the scale of duties presented by the municipal corporation of the city of Matagalpa, as follows:

COMMERCIAL ESTABLISHMENTS.

ARTICLE 1. Commercial establishments, for the purposes of this law, are divided into eight classes, to wit: Wholesale stores, retail stores, shops, groceries, stalls, dispensaries, cantinas, and spirit shops.

Wholesale stores are establishments where the business is carried on by wholesale, and where the stock shall at any time be worth over \$50,000.*

Retail stores are places of business having a stock of the value of over \$10,000.

Shops are places of business with a stock worth over \$5,000 and less than \$10,000.

Groceries are business establishments at which are sold articles such as wines,

*NOTE.—The values throughout the ordinance are given in Nicaraguan currency. The peso on October 1, 1897, was valued by the Director of the Mint at 41.2 cents. Consul O'Hara says its actual value is less.

drugs, patent medicines, grain, oils, fruits, etc., the stock of which shall at any time exceed \$200 and at no time reach \$5,000.

Stalls are places at which are sold articles of food for immediate use, such as provisions and vegetables, and having a stock exceeding \$25 in value.

Dispensaries are places where drugs are sold at wholesale and retail.

Cantinas are establishments where foreign liquors are sold at retail.

Spirit shops are places where native aguardiente (rum) is sold.

ART. 2. There shall be paid upon the opening of the aforesaid establishments fees as follows: For every wholesale store, \$6; for every retail store, \$3; for every dispensary or drug store, \$4; for every cantina (retail), \$3; for every shop (retail), \$3.50; for every stall for provisions (wholesale), \$1.

ART. 3. The establishments mentioned in the foregoing article shall also be taxed as follows per month: Wholesale stores with the right to retail, \$3; retail stores, \$1; dispensaries or drug stores, \$1; cantinas, \$1; shops, 25 cents; stalls (wholesale), 50 cents.

ART. 4. Hawkers or peddlers of goods shall pay 50 cents on application for the license, and 50 cents monthly during the time they remain in the city.

INDUSTRIAL ESTABLISHMENTS.

ART. 5. Upon the establishment of any sugar mill or tannery, there shall be paid a tax of \$1; and a tax of \$3 shall be paid upon the establishment of any soap factory. These establishments shall also be taxed 50 cents each per month.

MUNICIPAL REVENUE.

ART. 6. The moneys arising from the following sources shall belong to the municipality: The receipts of cock pits and of lotteries; the proceeds of sales of unclaimed animals; taxes upon lands having buildings, and the receipts of property (other than animals) which may lawfully be sold for the use of the municipality.

GAMES AND SPORTS.

ART. 7. For each gaming table allowed during festive times, \$1 per day if the business be trifling, and \$2 per day for each roulette.

ART. 8. For each theatrical performance, rope dance, panorama, dumb show, fireworks, circus, etc., there shall be paid 80 cents if the price per ticket of admission be 10 cents, \$1.60 if the price be 20 cents per ticket, and proportionally in case of greater charge for tickets.

ART. 9. Billiard saloons shall be taxed \$5 each when first opened, and \$1 per month thereafter. An additional tax of \$1 shall be paid in case of the maintenance of other games on the premises. Billiard saloons already established shall be taxed according to the old rates.

ART. 10. For every private ball or musical entertainment at home at night there shall be paid \$2; for serenades, \$3; and except on the feasts of September 15 and that of the patron saint, \$2 for dances or musical entertainments outside the town.

SLAUGHTER FEES.

ART. 11. For the slaughter of cattle at the public slaughterhouse, 50 cents for each cow or head.

ART. 12. For the slaughter of swine or sheep, 20 cents for each animal.

POUNDAGES.

ART. 13. For impounding a beast, the impounder shall pay \$5 if the animal be a mule; \$3 should it be an ass, horse, or horned animal; provided that but \$1 shall be paid for each milch cow impounded.

ART. 14. If within six months from the impounding, the owner shall appear, he must repay to the impounder the amount of the impost paid by the latter.

CATTLE.

ART. 15. Every owner of cattle, horned or unhorned, exceeding 10 in number, shall pay a tax on such animals of 2 cents per head per annum.

ART. 16. For each head of cattle, sheep, or swine caught straying within the town the owner shall pay a fine of 25 cents for the first time and 50 cents for the second; and if any such animal shall so be caught a third time, it shall be sold at

auktion for the benefit of the municipal funds. The proceedings shall be verbal.

ART. 17. In case cattle, horses or horse kind, mules, or asses shall be removed from the jurisdiction of the town for the purpose of sale in other places, there shall be paid for each animal so removed a fee of 10 cents.

GENERAL ORDINANCES.

ART. 18. Each year, every able-bodied man from 18 to 45 years of age shall be obliged to give one day's labor, or its equivalent in money at the rate of 60 cents per day, for the benefit of the public buildings or works of the town.

ART. 19. No building or fence shall be erected or reconstructed until after the location of the line or lines by the committee and the payment of \$1.

ART. 20. Every owner of a vacant inclosed lot who at the end of one year's ownership thereof shall have failed to build a house on it shall pay \$4, and a like sum for every succeeding year the lot shall be without a house.

ART. 21. There shall be paid on every open lot \$2 per year: and the use of prickly materials (barbed wire, etc.) for the fencing of such lots is prohibited.

ART. 22. Every house owner or tenant who shall on any dark night fail to put a light in front of his premises, if there be no public light at that point, shall be liable to a fine of 25 cents for each night he shall so neglect to hang out a light.

ART. 23. Every proprietor the value of whose property exceeds \$500 and does not exceed \$2,000, and who does not own a house in town, shall pay annually \$5; if such property shall be worth more than \$2,000 and not to exceed \$5,000, he shall pay \$10, and in case of property exceeding \$5,000 in value he shall pay \$25.

ART. 24. If any person shall solicit free or public land containing veins of ore, pure gold, veins of gold, quartz, or other minerals, or shall give notice of intention to locate thereon, and shall fail to first pay \$1 and produce a proper voucher therefor, such solicitation or notice shall be without effect.

ART. 25. Every person who enters the jail as a prisoner, or who shall be arrested, shall pay 50 cents on his release from imprisonment or arrest, even though he be released on bail or remand.

ART. 26. For each license of firearms, 50 cents annually; for milch cows kept in the town, 50 cents per annum, and also 20 cents per month for each cow of the herd; each dog, 50 cents per annum.

ART. 27. Everyone who solicits exemption from jury service or municipal charges must produce a voucher showing that an application fee of \$1 has been paid into the municipal treasury.

ART. 28. For the testing of all weights and measures, a monthly rate of 20 cents.

ART. 29. Every spirit-license holder shall pay \$1 monthly.

ART. 30. For the authority to exercise the profession of surveyor, \$1.

ART. 31. Application for public or municipal land shall be made to the alcalde, who shall deliver possession of the land to the applicant upon the payment of the valuation fees.

ART. 32. For each manzana (1.727 acres) in pasture, there shall be paid 5 cents per year.

ART. 33. Every person who acquires lands shall pay 10 cents on each \$100 of the value of such lands if he acquires the same by the death of a relative dying intestate; 20 cents per \$100 if he becomes the owner thereof by his own act; and 30 cents per \$100 if such property shall be devised to him. The public functionaries having charge of the settlement of estates of deceased persons, and those whose duty it is to record conveyances, shall in such case promptly notify the treasurer of all facts necessary to enable that official to collect the proper tax or fee as aforesaid; any such functionary failing to give such notice shall suffer a penalty of \$5. The fee or tax shall be paid before the heir, grantee, purchaser, or devisee shall take possession of the property.

ART. 34. Cheese makers shall pay 80 cents per month during the cheese season.

ART. 35. For each table of preserves or refreshments set up for sale during festivals, there shall be paid 10 cents per day.

ART. 36. For each square vara (1.16 square yards) of land used or occupied for a playground, 20 cents per day shall be paid.

ART. 37. Every lawyer or notary public allowed to represent and act for other persons shall pay \$3 per year; and every procurator the same as doctors of medicine and clergymen, viz, \$2 per annum.

ART. 38. For each cart carrying articles for sale, whether native produce or foreign wares, there shall be paid 20 cents; and for all loads of similar nature, 10 cents.

ART. 39. Every person who cuts a cedar or mahogany tree upon common or public lands shall pay 20 cents for each tree cut; for each tree of bastard cedar, 10 cents; and for every tree of wood for props (with forks for supporting fruit trees), 5 cents.

ART. 40. Landowners are hereby prohibited from setting fire to their fields, sown lands, or stubble lands before the month of March under penalty of a fine of \$5.

ART. 41. All persons are bound to give notice of breaches of the two foregoing articles, and for the omission or failure to give such notice, having a full knowledge of the facts, every person so guilty shall be liable to a fine of \$5.

ART. 42. The managers of cock pits shall pay \$6 per annum.

ART. 43. All persons owning more than 50 manzanas of uncultivated lands shall pay annually 1 cent for each manzana in excess of that number. The municipality will regulate the collection of this tax.

ART. 44. For every 25 pounds of cheese exported, there shall be paid 5 cents.

ART. 45. For every rented shop, the landlord shall pay 10 cents per month.

ART. 46. For packages of foreign merchandise imported into the city, 10 cents shall be paid on each hundredweight.

ART. 47. For each hundredweight of deerskins or cattle hides exported from the city or its jurisdiction, 10 cents shall be paid.

ART. 48. Everyone who shall solicit suppletory title or possession shall pay \$2, and every person who shall apply for proofs of his civil state shall pay \$1. The judge shall grant the certificate only on presentation of a voucher of the treasurer.

ART. 49. Houses or persons lending money on jewelry or collateral shall pay on opening, or for permission to carry on the business, \$5; and for the continuation of such business, 50 cents per month.

ART. 50. Hotels shall be taxed \$6 upon their establishment and \$2 per month thereafter. Restaurants shall be taxed \$3 when opened and \$1 per month thereafter.

ART. 51. Brands and marks must be licensed every year, for which there shall be paid 50 cents.

ART. 52. Every proprietor must register his property before the alcalde of the municipality and pay 50 cents.

ART. 53. The municipal alcalde shall grant all permissions relative to this law, but shall grant none except upon vouchers corresponding to the payments made at the treasury. He shall note the payments in a register book, to be kept by him, and which shall serve as a check on the treasurer.

ART. 54. Should any person neglect to promptly pay any tax, fee, or rate herein mentioned properly chargeable to him, and thus render it necessary for the alcalde to enforce the payment thereof, the person so in default shall be required to pay double rates as a fine, the same to go into the funds of the municipality. The alcalde shall summarily enforce payments of such fines, and should this officer or any other of the police called upon by the municipal treasurer to make such enforcement fail to carry such order into effect, he shall incur a fine equal to four times the fine he so neglects to collect, payment of which quadruple fine shall in no manner prejudice the collection of the original fine from the person in default.

ART. 55. For the payment and collection of those imposts, the treasurer shall grant the corresponding vouchers of entry, and any other forms or vouchers shall be void.

ART. 56. The alcalde is bound to supply the treasurer with a sufficient number of forms for the purposes of the foregoing article; and in case of default shall incur a fine of \$10, which shall be imposed by the municipality on the information of the treasurer.

ART. 57. The annual imposts shall be paid on the 1st of January and the monthly at the end of each month.

ART. 58. The scale of rates of June 22, 1886, and all other acts inconsistent with the present are hereby repealed.

The exclusive gaming privilege in Bluefields is annually let by the city to the highest bidder. The amount of the bid is turned into the charity fund. This fund supports the city hospital. During the year, the successful bidder maintains as many houses of his own as the business may warrant. He may also license saloons, clubs, and other public houses to conduct gambling upon their premises, it being unlawful for any game of dice, cards, or other gambling device to be played in the town without his permission. The moneys received for such licenses belong to him. Unlike the average policeman, he does not wink at unlicensed places. He believes that a man might as well steal from his till as to run a gaming room without paying him for the privilege, and he acts accordingly.

PORT OF BLUEFIELDS.

The Bluefields Recorder of June 19, 1897, contained the following:

A PROGRESSIVE DISTRICT.

In several of our previous issues, we have been making known the immense natural resources of this country, which, alas, are looked upon generally as a negative quantity, undeserving of any attention. From this general supineness, it is gratifying to be able to show what could be achieved in that direction were the enterprising spirit of Mr. George D. Emery, of Chelsea, Mass., to find emulators.

About twelve years ago, this enterprising firm established itself on the banks of the Rio Grande or Matagalpa River and inaugurated the mahogany business. The district appears to have been an ideal one for the trade; the forests teem with gigantic trees, whilst the river, navigable for a distance of 100 miles from the sea, offers the required facilities for the transportation to the seacoast of the logs after they are felled.

Advantage was taken of this splendid locality, and with the march of events the venture became profitable, and from the tentative efforts of early days has developed an establishment which has no equal on these coasts.

The camps at Great River consist of 1,800 men, of whom 1,000 are Mosquito Indians, 200 are natives from the interior, and 100 United States citizens are filling the positions of engineers, overseers, drivers, etc.

Forty miles of railway belonging to the firm penetrate the dense forests, and this is the most potent factor in the success of the enterprise, from the fact that, as is generally the case throughout the country, roads are unknown.

Numerous yokes of oxen, as well as mules, are also engaged in the transport of the heavier logs, at times necessitating as many as 12 yokes.

Camp No. 9 at Rio Grande is conceded to be a model establishment, where all the elements conducive to success—order, energy, punctuality—are displayed to advantage. Its hygienic condition is excellent, and it is worthy of note that only three deaths have occurred there within the last five years.

The magnitude of the business will be understood when we say that about a thousand logs are exported monthly in the good season, transported to the United States by some of the largest steam and sailing vessels calling at this port.

It may further be noted that the larger logs cost each as much as \$500 (\$221.50 United States currency) in labor for their delivery to the vessels.

It will be observed by the foregoing that, at Rio Grande, is to be found the embryo of what at some future day may be the largest town on this coast. All that is required to develop this really fertile region—fertile in more ways than one—is the deepening of the water on the bar. Were this performed (and it is the opinion of experts that it could be done at little expense, the difficulties in the way being very slight), an immense tract of territory watered by a river 200 miles long, abounding in all kinds of timber, fit for all manner of cultivation, and rich in minerals, would be opened to the commerce of the world and attract immigrants.

SUGAR CANE, GINGER, ETC.

Mr. M. J. Clancy, our consular agent at Bluefields, reports as follows:

Sugar cane.—W. Edwards and H. Ebensberger are the only planters on the Escondido River who are making practical experiments with sugar cane. The results of such experiments have not been published. Gen. J. P. Reyes, the inspector-general of the Atlantic coast, has about 7 acres of sugar cane near Bluefields. I am credibly informed that the land is poor and not suitable for proper experiments. He expects to secure from the Government a concession to manufacture rum.

Although Messrs. Edwards and Ebensberger are the only persons making practical experiments with the object of engaging in the business on a large scale should their experiments be encouraging, there are many other planters along the river who grow a sufficient quantity of cane for sweetening tea, coffee, etc. Primitive handmills are used to extract the juice.

Mr. Thomas Waters, of this place, has secured a concession to cultivate sugar cane, manufacture sugar, etc., part of the project being the cultivation at the outset of 1,000 manzanas (1,727 acres), the gradual increasing of acreage, eventual ownership of steamships, etc. To set the scheme in motion, however, a capital of \$100,000 is required.

Some time ago, Mr. Waters would willingly have assigned the concession for what it cost him, i. e., the expenses of the agent who went from here to Managua to secure the concession, but he has changed his mind, and is now hopeful of success in the organization of a company.

Ginger.—Ginger is not cultivated in this district for export. Many of the natives, however, grow enough for their own use. In 1895, eleven half barrels were shipped to New Orleans. It was exchanged for drugs, and the experiment has not been repeated.

The ginger shipped came from the Wawa River.

Gum.—Eight boxes of gum, containing 560 pounds, were shipped to New York in 1895. There has been no shipment since.

Annatto.—The tree grows wild, and has not been domesticated.

Any amount of the seed may be had for the picking. I find that all that has ever been shipped from here with the view of selling it in the United States was in January last, when Mr. W. Edwards sent a sample lot to New Orleans for the purpose of introduction. He has never heard from the consignee.

BANANAS.

There is but one man who absolutely owns banana land on the Escondido River, all of the other land used for the culture of bananas being leased from the Government for periods of from fifty to ninety-nine years, with privilege of renewal, at an annual rental of 8 centavos (\$0.01.3 United States currency) per manzana (1.727 acres).

There are not over five houses on the Escondido River that originally cost \$1,000 (\$443 United States currency), while the average house along the river did not cost over \$500 (\$221.50 United States currency). The plantations on the Siquia, Mica, and Rama rivers are owned absolutely by the planters. The land is purchased from the Government for \$2 (\$0.986 United States currency) per manzana (1½ acres). It also cost \$2 (\$0.986 United States currency) per manzana to survey it. The houses on these rivers will average in cost about \$500 (\$221.50 United States currency) each.

The average yield of bananas is the same one month as another throughout the year. The fruit has two classifications: First, in regard to maturity, and second, in regard to quantity. In regard to maturity, it is classed as full, three-fourths full, and two-thirds full. The full bunches are those having fruit thoroughly ripe or nearly so. These bunches are of no value, as they can not be shipped. The three-fourths bunches are three-fourths ripe and are sold in the vicinity of New Orleans, Mobile, and other Atlantic ports to which shipments of the fruit are made. The two-thirds bunches are two-thirds ripe and are shipped to the west and southwest.

In regard to quantity, the bunches are classed as wholes (9 hands), halves (8 hands), and quarters (7 hands). Previous to 1895 8-hand bunches were classed as wholes, but now they bring but one-half the price at which "wholes" are sold, wholes selling for from 30 to 50 centavos (\$0.1329 to \$0.2215 United States currency) per bunch; halves, 20 centavos (\$0.0886 United States currency) per bunch; and quarters, for 10 centavos (\$0.0443 United States currency) per bunch.

During April, May, and June, halves and quarters are purchased by the shippers, but throughout the rest of the year these bunches are not taken except on rare occasions, and are practically of no value to the planters. The shippers choose what they want, and the planters must submit.

Even in the case of wholes, it is a common thing for the shippers to take but 50 bunches, although the planter had been ordered to cut 100 whole bunches and have them on the bank of the river for delivery to the steamer. The rest are left on the bank to rot and the planter gets nothing for them.

During April, May, and June, when the demand for bananas in the United States is great, the planter can make a reasonable calculation in regard to his returns, but during the balance of the year it is merely a guess as to the quantity he can sell, no matter how much fruit he may have or what its quality may be.

Manures and fertilizers have never been used and much of the land is worn out. About the only agricultural implement used is the machete. The planters live an easy life and pay little or no attention to care of the soil. Three-fourths of the plantations are for sale and can be bought for much less than the original outlay of money. The average cost of clearing the land and planting the first crop of bananas is \$30 (\$13.29 United States currency) per manzana. The cost of clearing after the first crop is planted and cut is \$10 (\$4.43 United States currency).

Some planters claim that suckers should be planted 15 feet apart, or 400 suckers per manzana, while other planters believe that the distance should be 20 feet, or 225 suckers per manzana.

In 1895, the estimated value of banana plantations was \$1, then equivalent to \$0.455 United States currency, but I am creditably informed that at this time

fairly good plantations can be purchased for 25 centavos (\$0.11075 United States currency) and even as low as 12½ centavos (\$0.055375 United States currency) per sucker.

A half interest in a certain plantation on the Escondido River was sold three years ago for 15,000 sols, equivalent at that time to \$6,855 United States currency, and was sold recently for 3,100 sols (\$1,373.30 United States currency), although the sale included a half interest in cattle valued at \$2,000 (\$886 United States currency). This, it is true, is an exceptional case.

Many of the laborers instead of being employed by the day are given task work. The clearing of 35 square yards under this system constitutes a day's work. The cutting of 60 bunches of bananas and the carrying of the same to the river bank is equivalent to a day's work.

Bluefields bananas remain on the stem after ripening, and only come off when pulled or shaken. The Bocas del Toro bananas fall off immediately upon becoming ripe.

I understand from a London gentleman that the bananas sold in London, England, come mainly from the west coast of Africa and that they are regularly sold in ordinary shops for 1 shilling (\$0.2433 United States currency) per dozen, except in the fancy stores, where higher prices prevail. I am informed that a few select bunches are shipped from Port Limon, Costa Rica, to London via New York. These bunches are carefully selected and each bunch is crated. Upon the arrival of the steamer at New York another culling takes place.

About August 15 last, a cyclone passed over the banana district, and it is estimated that one-half the suckers were destroyed, but my judgment is that 20 per cent would amply cover the loss.

The banana industry would be a mint to the planter if he could dispose of his bananas the same as the farmer in the United States disposes of his crop. For eight months in the year, however, the buyers pay for whatever suits them. It would be a great epoch in this district were it possible to know that all bananas grown could be sold even as low as 30 centavos (\$0.1329 United States currency) per bunch of 9 hands and over.

As it is, however, during eight months in the year the planters can form no better idea of the number of bunches they can sell than can a person living 100 miles from here. For example, the *Sunniva* goes up the river to load to-morrow (September 8), and although many planters will cut fruit for the vessel there are not three planters on the Escondido River and its tributaries that know the number of bunches that will be taken. Notwithstanding the fact that a certain number of bunches have been ordered from each planter that cuts for the vessel, the number of bunches the vessel will take to-morrow and the prices paid for the bananas will depend entirely upon the purchaser's idea as to what the market may be at Mobile.

IMPORTS.

Mr. Clancy reports as follows:

I am unable to give a detailed list of imports. The custom-house is at the "Blun" across the lagoon, a distance of 6 miles. There are no records in which invoices are copied.

For the year ended June 30, 1897, there are about 1,700 invoices, several having as many as 400 items each. Every invoice must be examined separately, and you can readily see that it would require at least a month to make a list showing articles, etc.

Besides, much time is occupied in going from here to the custom-house. Sail-boats are used, and during this calm weather it takes from two to four hours to cross the lagoon each way. It took me four days to get the figures appearing in this report, brief as it is. The last day the sailboat left at 3 and we did not reach Bluefields until 7.

Most of the articles imported into Bluefields come from the United States. Most of the liquors and cloths, however, with the exception of a few lines of cotton goods, come from Europe. A few other miscellaneous articles are imported, principally from Europe.

The best plan or method for our people to adopt is for three or four merchants handling different lines of goods (but articles that the same salesman may appropriately sell) to engage a salesman to travel with samples in these countries. He should examine the goods of other countries as to price, style, and quality. He can then act intelligently. He should sell to wholesale houses and not to retailers. Above all, he must not be a "jolly good fellow." Such a man, ordinarily, the moment his character is discovered, can be of but little use to his employers. The merchants may enjoy his jokes and pretend not to notice his inebriety, but they will pay but little attention to what he has to say about his goods.

American salesmen should report to their houses the styles of packing and the kinds of packages preferred by the merchants here, and the houses should act accordingly. Our people, too, should remember that they can not force either their goods or their methods upon the people of these countries. As a rule, the latter know what they want; other countries stand ready to give them what they want, and the only way we can hope to win is to give them what they want.

Mr. Clancy adds that, according to the figures he succeeded in getting at the custom-house, the valuations of merchandise imported into Bluefields during the year ended June 30, 1897, were as follows:

[In United States currency.]

Countries.	Value.	Countries.	Value.
China.....	\$7,476.59	Jamaica.....	\$3,701.04
Colombia.....	3,502.78	United States.....	574,774.07
France.....	13,139.16		
Germany.....	32,029.64	Total.....	686,987.88
Great Britain.....	49,364.60		

I have never seen an official statement purporting to give the values of imports into Bluefields.

Mr. W. H. Seat, who was consular agent at Bluefields in 1896, reported that the custom-house books purported to show the total number of packages imported, but that they had nothing regarding the number of packages from any particular country. He stated also that the books failed to show values of imports, either by countries or in gross.

According to carefully prepared estimates by Mr. Samuel Weil, a wholesale merchant at Bluefields, and who is probably as familiar with the trade of these countries as any other merchant in Central America, the values, in round numbers, of imports into Bluefields for the calendar year 1895 were as follows:

[In United States currency.]

Countries.	Value.	Countries.	Value.
United States.....	\$300,000	Jamaica.....	\$3,000
Germany.....	150,000	Spain.....	2,500
France.....	80,000	Mexico.....	900
Great Britain.....	75,000	Denmark.....	400
Austria.....	20,000	Italy.....	300
Holland.....	10,000	Newfoundland.....	250
China.....	5,000	Portugal.....	150

This gives a total value of \$647,500, or \$39,487.88 less than the total value reported by Mr. Clancy for the year ended June 30, 1897. The total value given by Mr. Clancy is probably correct, but it would seem that the values by countries need revision.

Comparing his figures with Mr. Weil's estimates for 1895, we find increases and decreases for the year ended June 30, 1897, as follows:

[In United States currency.]

Countries.	Increase.	Decrease.	Countries.	Increase.	Decrease.
Austria.....		\$20,000.00	Jamaica.....	\$3,701.04	
China.....	\$2,476.59		Mexico.....		\$300.00
Colombia.....	3,502.78		Newfoundland.....		250.00
Denmark.....		400.00	Portugal.....		150.00
France.....	66,880.84		Spain.....		2,500.00
Germany.....	117,970.36		United States.....	274,774.07	
Great Britain.....	25,635.40				
Holland.....	10,000.00		Total.....	284,454.48	244,986.60
Italy.....	300.00		Net increase.....	39,487.88	

It is not surprising, perhaps, to find no mention of Mexico, Denmark, Italy, Newfoundland, and Portugal in the report for 1896-97, as the imports from these countries in 1895 were comparatively of small value, each country furnishing but a single article, viz: Mexico, cigars; Denmark, butter; Italy, wines; Newfoundland, fish; Portugal, potted and preserved fish.

The same may be said of Spain, the imports from which country in 1895 consisted of bitters, wines, and underwear, having a total estimated value of \$2,500. It is difficult to believe, however, that neither Austria nor Holland sold a dollar's worth of goods in Bluefields during the last year.

In 1895, Bluefields imported gin from Holland, and blankets, boots and shoes, dress goods, fancy goods, hats and caps, toilet articles, lamps, brass ware, and wooden furniture from Austria. There is room for belief that Mr. Weil's estimates for Austria and Holland, especially the latter, reached high-water mark. It is extremely improbable, however, that these countries lost all their trade with Bluefields inside of two years.

Equally improbable are the decreases shown for Germany and France.

There is no question but that most classes of American goods, if properly advertised in these countries, will eventually drive out or at least hold their own against European manufactures. There is nothing to indicate, however, that extraordinary effort has been made by our people during the last two years to drive British, French, and German goods from the Bluefields market. Nor is there any evidence that European houses have neglected this market. The decrease shown for Great Britain—a loss of 34 per cent—might not appear unreasonable standing alone; but appearing, as it does, in a table showing losses for Germany and France of 78 and 83 per cent, respectively—figures that are absolutely incredible—its accuracy may well be doubted.

Owing to the direct steamship communication between Bluefields and the United States, coupled with the fact that with but two exceptions the principal merchants in Bluefields are United States citizens, it is but natural that the United States should enjoy a large part of the Bluefields trade.

From this view, the control by the United States of 80 per cent of the import trade of the town, as reported by Mr. Clancy, would appear quite reasonable. He reports, however, that most of the liquors and cloths, excepting a few lines of cottons, are imported from Europe and that certain other articles (not enumerated) are also imported from Europe.

Turning to my report for 1895-96, printed in Consular Reports for July, 1896, pages 429-434, it appears that, less than two years ago, all drills, cotton yarn, window curtains, earthenware, stoneware, roofing, jams, and ale imported into Bluefields came from Great Britain; all gloves, umbrellas, accordions, harmonicas, paintings, and engravings from Germany; all rum from Jamaica; all woolens from Great Britain, France, and Germany; all blankets from Great Britain, Germany, and Austria; all laces and linens from Great Britain and Germany; all hosiery from Great Britain, Germany, and China; all shawls from Germany and China; all underwear from Great Britain, France, Germany, and China; all castor oil from Great Britain and France; all gin from Great Britain and Holland; all brandies from

France and Germany, and all wines from Great Britain, France, Germany, and Italy.

This information was given by Mr. Weil. He reported also that at that time the following articles were imported from the United States, but that Great Britain, Germany, France, Austria, China, Denmark, Belgium, Jamaica, Mexico, Portugal, and Spain each also supplied one or more of such articles, viz.: Arms and ammunition, beer, biters, black lead, books, boots and shoes, braces and suspenders, brass ware, butter, canned asparagus and peas, canned fruits, cigarettes, cigars, clocks, clothing, collars and cuffs, confectionery, cordage, cotton damask, cotton thread, crackers, crockery, cutlery, drapery, dress goods, dried fruits, druggists' sundries, drugs, fancy goods, haberdashery, hairbrushes, hats and caps, iron baskets, jewelry, lamps, lead and shot, leather and leather goods, machetes, manufactured tobacco, mats, neckties, oilcloth, olive oil, optical instruments, organs, paints, perfumeries, pianos, picture frames and molding, pipes and cigar holders, playing cards, portmanteaus, potted and pressed fish, potted and preserved meats, preserved fruits, rice, rubber goods, salad oil, sauces, sausages, sheetings, ship chandlery, silks, soaps, spades and shovels, stationery, stoves, sugar, surgical instruments, toilet articles, valises, watches, whiskies, wire netting, wooden furniture, and woolen dress goods.

During the year ended June 30, 1897, cottons, clothing, dry goods, etc., made up 17 per cent of the value of all the imports landed at and passing through the port of San Juan del Norte, while wines, liquors, etc., amounted to 18 per cent of the total value of imports.

The United States supplied 33 per cent of the wines, liquors, etc., and 15 per cent of the cottons, clothing, dry goods, etc., imported. Giving the same percentages to Bluefields, which is only 60 miles distant from San Juan del Norte, we find a total for cottons, clothing, dry goods, etc., and wines and liquors, etc., imported from countries other than the United States, of \$183,357.09, or \$71,143.28 more than the total value reported by Mr. Clancy of imports of all kinds from all countries except the United States.

All things considered, therefore, it is evident that while the compilation made by Mr. Clancy is probably correct as to the total value of imports from all countries, it fails to show the true values by countries.

The inaccuracies were doubtless occasioned by improper classification in the custom-house papers and documents which Mr. Clancy was permitted to examine, considerable quantities of European and other foreign goods shipped via New York having been classed as American goods.

Assuming the total value of imports reported by Mr. Clancy to be correct, and leaving out Spain, Mexico, Denmark, Italy, Newfoundland, and Portugal, it is probable that the imports into Bluefields for the year ended June 30, 1897, were, in round numbers, substantially as follows:

United States	\$427, 000	China	\$7, 500
Germany	125, 000	Jamaica	6, 700
Great Britain	65, 000	Colombia	3, 500
France	40, 000		
Austria	8, 000	Total	687, 000
Holland	4, 300		

THOMAS O'HARA, *Consul*.

SAN JUAN DEL NORTE, *October 14, 1897.*

MINING MACHINERY IN NICARAGUA.

Under date of September 16, Mr. M. J. Clancy, our consular agent at Bluefields, reports as follows:

In response to your letter directing me to report as to description, quantity, value, and place of manufacture of machinery and explosives imported during the last two years for use in the gold mines on this coast, that American manufacturers might know whether they were getting a respectable share of such trade, I have the honor to report:

MACHINERY.

No machinery comes here from Europe. Many arrastres are used, but all are of domestic make.

During the last two years machinery has been imported as follows:

1. Atlas mine: 5-stamp mill; cost at Bluefields, \$8,000 gold; cost of transportation from Bluefields to mine and setting up, \$9,000 gold; total cost, \$17,000.
2. Siempre Viva mine: 3-stamp mill; cost at Bluefields, \$1,200 gold; 10-stamp mill; cost at Bluefields, \$5,000 gold; cost Bluefields to mine, \$7,500 gold; total cost, \$13,700.
3. Hidden Treasure mine: 3-stamp mill; cost at Bluefields, \$1,200 gold.
4. Concordia mine: 3-stamp mill; cost at Bluefields, \$1,200 gold; 5-stamp mill; cost at Bluefields, \$5,000 gold; cost Bluefields to mine, \$7,500; total cost, \$13,700.
5. Letitia mine: One No. 3½ Huntington mill; cost at Bluefields, \$5,000 gold; cost Bluefields to mine, \$7,500 gold; total cost, \$12,500.
6. La Luz and Los Angeles mine: One No. 3½ Huntington mill; cost at Bluefields, \$6,000 gold; cost Bluefields to mine, \$9,000 gold; total cost, \$15,000.
7. Julius Schultz mine: One Crawford mill; cost at Bluefields, \$4,000 gold; cost Bluefields to mine, \$6,000 gold; total cost, \$10,000.
8. Tilby mine: One No. 3½ Huntington mill; cost at Bluefields, \$5,000 gold; cost Bluefields to mine, \$7,500 gold; total cost, \$12,500.

With the exception of the Tilby, all the mines mentioned are in the Prinzapolka district. The Tilby mine is on the Wawa River, 30 miles above the bar. The estimated cost of getting machinery from Bluefields to the Prinzapolka district is 5 cents gold per pound.

The machinery set up at the Atlas mine was furnished by the Gates Iron Works, of Chicago. All other machinery mentioned was furnished by Fraser & Chalmers, of Chicago. All the machinery was ordered by Bluefields merchants, who received a commission on the sales from the manufacturers.

The water wheels used are the Leffel, of Springfield, Ohio, and the Pelton, of New York. There is excellent water power.

It is estimated that 50 per cent more gold would be obtained without additional cost were proper methods employed to treat the so-called refractory portions of the ore that now go into the tailings.

The owner of the Atlas mine has just gone to the United States with the intention of buying a cyanide equipment from the New York Cyanide Process Manufacturing Company, of New York.

There are said to be several placer claims in eastern Nicaragua, but I have no reliable information respecting them. The one reported to be the most profitable lies on the Wauks River, about seven days' travel from Cabo Gracias a Dios, and is owned by Belanger & Müller. Over 600 ounces of gold will be shipped from here by the *Sulda* next Sunday.

POWDER.

Powder is a Government monopoly. It may be bought at the Government house in quantities of from 1 to 10 pounds without a permit, but for greater quantities a permit must be obtained from either the intendant or treasurer of the Department of Zelaya.

Pound cans, Hazard Powder Company's Triple F, retail at \$1.25 (55 cents United States) per can.

The Government does not deal directly with powder manufacturers, all the powder being bought through Bluefields merchants.

GUNS, CARTRIDGES, ETC.

Guns can be imported only upon a written order given by the intendant of the department.

Dynamite and cartridges are kept for sale by J. A. Belanger & Co., the New

Orleans and Central America Trading Company, and Samuel Weil & Co. Cartridges will not be sold unless the purchaser has a written order from the intendant. The brands sold are Smith & Wesson, Winchester, and Colt.

Most of the shot sold comes from England, the merchants saying that it can be bought there cheaper than in the United States.

The law requires all pistols carried to be registered by the director of police. A small license fee is charged. In case of refusal by the director to grant a license, appeal may be made to the intendant, whose decision is final.

DYNAMITE.

A Government permit is required for the importation of dynamite. All dynamite to be used in the gold mines comes in duty free. An order for its introduction must be obtained from the intendant, which order should be sent to the United States shipper. Dynamite will be confiscated if the invoice is not accompanied by such order.

The merchants order dynamite for miners at about the following prices per pound, all expressed in United States currency: Sixty per cent, 16 cents; 40 per cent, 12 cents; Atlas Brand C, 13 cents; Atlas Brand B 4, 17 cents.

It is estimated that 4,000 pounds were sold last year, and that the sales for the year commencing July 1, 1897, will probably amount to 20,000 pounds. Paul Renner, who owns several mines, informs me that he alone will use 5,000 pounds. Dynamite is also imported into Cabo Gracias á Dios, but I have no information as to quantity.

All the dynamite sold here comes from the United States.

THOMAS O'HARA, *Consul.*

SAN JUAN DEL NORTE, *September 20, 1897.*

DECLARED EXPORTS, NICARAGUA.

Value of exports declared for the United States at the consular offices of Bluefields and San Juan del Norte during the four quarters of the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
BLUEFIELDS.					
American goods returned	\$882.04	\$881.72	\$246.52	\$33.30	\$2,043.58
Bananas	118,522.82	65,286.35	112,308.35	187,541.65	483,654.37
Cocoanuts	1,412.41	1,609.44	150.95	100.49	3,273.29
Coffee			26.55		26.55
Deerskins	20.16	100.98			121.14
Gold dust	50,282.09	30,021.94	38,433.00	50,828.52	169,565.55
Human bones (Chinese)			1,011.82		1,011.82
Limes		2.30			2.30
Okra				3.49	3.49
Oranges				1.40	1.40
Pineapples:					
Canned	168.50				168.50
Green	2.50		5.68	215.82	224.00
Rosewood		18.35			18.35
Rubber	35,683.95	72,307.00	45,776.00	50,303.97	204,670.92
Silver specie	20,904.32	4,589.07			25,493.39
Stuffed birds		600.50		208.60	809.10
Tiger skins		9.17			9.17
Tuna	106.84				106.84
Turtles				32.56	32.56
Turtle shell	1,259.85	859.18			1,619.03
Woodwork	3.00				3.00
Total	229,250.48	175,846.00	197,953.87	289,870.00	892,920.35
CORINTO AND SAN JUAN DEL SUR.					
Chocolate	50.00				50.00
Coffee	29,513.32	1,984.85	87,187.00	182,798.96	301,484.73
Deerskins	9,423.78	5,695.14	4,741.12	6,040.12	25,900.16
Feathers	600.00				600.00
Hides	9,067.66	4,243.90	5,786.00	9,103.15	28,200.71
India rubber	13,240.98	20,824.95	11,238.58	8,002.71	53,097.22

Value of exports declared for the United States at the consular offices at Bluefields and San Juan del Norte, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CORINTO AND SAN JUAN DEL SUR—cont'd.					
Walnut		\$72.00	\$229.20		\$301.20
Woodcedar			184.00	\$244.00	428.00
All other					
Total	\$51,896.34	32,820.84	109,365.90	206,188.94	412,272.02
SAN JUAN DEL NORTE.					
American goods returned			108.75		108.75
Cacao			5.50		5.50
Coffee	68,397.67	782.00	9,398.80	60,730.90	130,279.37
Deerskins	13,535.85	3,781.00	1,332.06	297.50	18,946.41
Feathers	338.90	455.60			794.50
Gold amalgam	439.87				439.87
Gold dust	11,179.19	3,800.00	8,260.00	7,900.00	31,139.19
Hides	12,234.31	7,279.87	7,864.00	5,628.90	33,007.08
Indigo			602.40		602.40
Rubber	34,508.95	36,512.97	29,906.95	21,198.27	122,127.14
Silver specie	15,209.00	11,722.10			26,931.10
Tortoise shell		3.00			3.00
Total	155,843.74	64,316.54	57,468.46	95,755.57	373,384.31

SALVADOR.

Commerce in this Republic, as in most of the Central and South American Republics, is carried on by houses that have close relations with firms abroad, and very few, if any, confine themselves to one specialty of commerce, but carry an assortment of branches that make them resemble the department stores in large cities of the United States. Since they have agencies abroad, where they command what they require, commercial travelers receive but little encouragement from these houses. There is, however, a class of clients with whom, on account of their isolation, the commercial traveler can succeed. The short space of time that I have been here has demonstrated to my satisfaction that this important field is not so well attended by commercial travelers from the United States as by those of other nations, who are always on the alert.

The necessary expense attending the employment of commercial travelers has, no doubt, caused United States firms to adopt more economic methods in the liberal use of printer's ink. The experience of consuls shows that they are depended on to a too great extent in the distribution of catalogues and circulars. These documents are, besides, usually printed in English. It seems that some other method more economic and perhaps more effective in bringing the manufacturer and the buyer together should be adopted. I would suggest a plan by which a store be rented where samples of the goods be shown and their merits fully demonstrated by an agent. The expense would be nominal compared with the other systems in vogue. I am satisfied that American manufactures will successfully compete with those of Europe.

The attention of shippers is called to the packing of goods, that important feature of Spanish-American trade. Packages from New York are transshipped by rail to Panama from Colon, and from that point north, receiving nothing but the roughest kind of handling. In most of the Central American ports, the steamers discharge cargo on to launches a mile or more from shore, both the vessel and launches

riding on heavy swells, causing the goods as they are transferred to strike the ship's sides. The same difficulties attend the arrival of the merchandise at the shore.

The present two most important ports on this coast are open roadsteads, and it takes scientific packing to stand the hard usage that merchandise is subjected to. Probably, England and Germany owe more of their trade with this country to excellent packing than to either prices or quality of their goods.

Changes in the tariff, due to the withdrawal of the reciprocity treaty, have worked injuriously to American interests.

I can not present the report of importations and exportations for 1897, as it is not yet ready for publication. The figures for 1896 for the United States and England were:

	Value.	Equivalent in gold.
United States exported.....	\$327,361.56	\$459,188.25
England exported.....	1,031,191.88	508,377.80
United States imported.....	2,381,162.56	1,173,913.14
England imported.....	647,597.90	319,265.76

This shows a balance in favor of English interests.

The customs tariff will, no doubt, be subject to changes when Congress meets in February next. Through the good offices of this consulate, assisted by the French vice-consul, a decree was promulgated by the President reducing the import rate from 100 to 40 per cent on whiskies.

Importations into Salvador in 1896.

Articles.	United States.	England.	Germany.	France.	Other nations.	Total.
Beer.....	\$17,065.96½	\$4,313.91½	\$13,696.69	\$1,889.06	\$211.57½	\$37,127.17½
Coffee sacks.....	306.90	4,653.52	1,832.08	2,225.90	-----	8,518.41
Cotton threads.....	218.10	11,684.06	3,468.63½	988.62	493.85	16,718.26
Cotton goods.....	49,582.02	322,947.72	46,314.41	50,968.80	4,944.24	480,777.19
Drugs.....	17,497.09	4,554.13	8,790.36	14,678.66	1,393.94	47,413.66
Flour.....	660,719.06	3.50	541.37	384.80	-----	67,148.73
Furniture.....	10,837.82	1,023.25	8,527.79	2,558.97	374.49	23,337.28
Glassware.....	1,456.62	795.55	4,519.30	1,372.49	249.00	8,992.97
Hats.....	693.75	4,964.87	1,968.80	784.62	1,750.37	10,142.32
Hardware.....	21,381.60	37,106.95	26,285.20	6,704.78	1,429.60	91,896.13
Linen threads.....	1,332.85	4,367.69	774.59	1,870.53	22.67	9,360.27
Linen goods.....	426.25	-----	81.50	67.50	91.25	666.00
Machinery.....	1,223.02	21.00	396.33	50.50	-----	1,631.35
Marble, finished.....	825.67	1,430.69	75.09	18.02	338.69	2,194.26
Merchandise.....	289.10	795.99	3,186.64	2,537.57	135.70	6,674.95
Mixed fabrics.....	724.16	-----	521.50	-----	140.35	896.01
Paper, office, etc.....	1,989.86	2,689.24	15.00	-----	2,232.43	6,926.53
Petroleum.....	16,655.67	44.10	392.70	-----	36.00	17,078.49
Printed books.....	252.00	758.85	24,023.19	5,439.56	21.87	30,534.98
Provisions.....	27,182.64	3,498.10	5,656.39	9,922.32	35,342.81	81,604.32
Shoes and findings.....	1,604.10	1,734.48	5,281.00	5,502.05	1,063.50	15,155.12
Silk thread.....	10,149.65	-----	502.76	-----	5,499.72	16,152.14
Silk goods.....	52,211.22	2,713.63	1,293.75	3,794.48	2,469.91	62,992.83
Sundry cloths.....	724.16	-----	521.50	-----	8,325.67	9,071.33
Sugar.....	698.75	-----	35.50	-----	200.60	934.85
Whisky and liquors.....	76,831.24	-----	94.50	180.00	65,891.29	142,947.24
Wine.....	22,758.75	2.43	890.63	70.00	25,912.81	49,634.08
Wood.....	1,436.53	-----	26.57	36.10	36.00	1,535.21
Crockery ware.....	129.49	26,475.71	10,696.79	11,141.19	-----	48,432.16
Sundry goods.....	60,155.01	62,655.38	73,595.25	66,526.39	-----	237,731.94
Total.....	457,189.25	508,377.45	219,932.11	244,821.56	164,104.87	1,650,424.77½
To which should be added articles free of duty, kilos.....	21,231,187	6,612,572	4,890,595	3,041,665	-----	-----

1 kilogram = 2.2046 pounds.

The silks are not of American manufacture, but are in transit from China to this Republic.

Exports from Salvador, 1896.

Articles.	United States.	England.	Germany.	France.	Other nations.
Balsam:					
Weight kilos.....		9,860	30,742	4,922	261
Value		\$9,869.00	\$30,742.50	\$4,922.00	\$296.20
Coffee.					
Weight kilos.....	4,489,480	799,541	2,285,537	3,201,760	861,104
Value	\$1,118,712.26	\$211,281.97	\$576,670.77	\$826,913.67	\$195,244.10
Hides:					
Weight kilos.....	16,432		24,106	4,450	252
Value	\$1,390.32		\$3,695.43	\$732.40	\$41.00
Indigo:					
Weight kilos.....	5,752	183,769	28,365	282,963	78,686
Value	\$4,348.00	\$98,378.50	\$25,772.50	\$283,359.50	\$78,156.50
Mineral ores:					
Weight kilos.....		9,800			
Value		\$9,869.00			
Rubber:					
Weight kilos.....	5,540	1,276	178	559	1,768
Value	\$1,748.57	\$255.00	\$35.60	\$258.40	\$314.10
Silver specie:					
Weight kilos.....	2,950				1,801
Value	\$57,500.62				\$36,344.50
Silver bars:					
Weight kilos.....	55	505			
Value	\$400.00	\$4,012.00			
Sundries:					
Weight kilos.....	1,734	99		213	2,139
Value	\$3,086.51	\$2.47		\$45.00	\$3,827.01
Total weight kilos.....	4,528,178	995,050	2,346,955	3,509,897	27,281,956
Total value	\$1,190,581.28	\$323,798.96	\$2,136,927.07	\$1,118,711.72	\$472,673.06

Value of imports and exports for the last five years.

Year.	Imports.	Exports.
1892.....	\$1,803,631.58	\$4,472,221.32
1893.....	1,045,009.70	4,296,286.65
1894.....	1,653,221.47	3,146,799.38
1895.....	1,249,974.40	6,460,841.26
1896.....	1,650,444.56	3,690,276.65

The weights in the above tables are given in kilograms; the values have been reduced to United States currency, taking in each case the mean average for the year.

The export of coffee in 1896 was valued at \$3,720,000, against \$5,489,000 in 1895.

FINANCIAL CRISIS.

For some months, the financial condition has been critical. In Salvador, there are six banks, which have concessions granted them to issue notes under certain restrictions. One demands that they shall have at all times 40 per cent of specie (silver) of the amount of their issue in their vaults. Two of these banks, finding themselves embarrassed, felt compelled to ask the Government to suspend specie payment for a time. This caused a run on these two, and the want of confidence became epidemic, crippling four of the six banks. A decree issued on the 8th of December did not bring confidence, and Congress was called in session extraordinary to give relief. A law which had for effect the suspension of obligations for a period was passed January 5, and Congress adjourned. The President signed it on the 12th, when it became a law, to take effect on the 20th of January, 1898. On the 19th, the President issued a decree suspending the law for eight months. As Congress will assemble in February, it is expected that measures will be enacted giving relief.

The country is thickly populated with an industrious and frugal race of people. The soil leaves nothing to be desired in productive qualities, and with a wise and generous policy, the country will once more be able to meet its obligations, a position it has always maintained.

Twenty years ago, gold was at a discount. It was not deemed prudent to travel with it, as the loss was very great in exchange. American silver was sought after, and now we find it coming out of the vaults of the native bankers, who had buried it for safe-keeping. The amount of money so hoarded will never be known.

The rates of exchange for the last seven years were as follows:

Year.	Per cent.	Year.	Per cent.
1891.....	35	1894.....	100
1892.....	90	1895.....	110
1893.....	75	1896.....	135

The rates for New York, London, Paris, and Hamburg for 1897 are:

Date.	New York.	London.	Paris.	Hamburg.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
January 1.....	135	127	125	123
January 15.....	140	130	128	126
February 1.....	138	129	127	125
February 15.....	135	127	125	123
March 1.....	133	125	122	121
March 21.....	138	130	123	126
April 5.....	142	134	132	130
April 10.....	145	138	136	134
May 7.....	150	144	142	140
June 15.....	153	147	145	143
June 25.....	147	140	138	136
July 10.....	150	144	142	140
July 25.....	148	142	141	139
August 1.....	152	145	143	141
August 15.....	160	155	153	150
August 25.....	185	175	173	171
September 1.....	190	175	173	171
September 15.....	195	185	183	180
September 25.....	155	145	143	141
October 1.....	180	175	173	171
October 15.....	175	167	165	163
October 20.....	170	160	158	156
November 5.....	168	160	158	156
December 10.....	160	150	148	146
December 31.....	155	145	143	141

Given an equal ratio between supply and demand of bills on New York and London, seven points is the normal difference in the rate of exchange. The rates on Paris and Germany are based on London, being generally 2 to 4 per cent lower, respectively.

United States gold varies in value according to proximity to the port. The nearer the market to the sea, the greater the supply and the cheaper it becomes.

The figures above represent the amount of premium to be paid. Thus 155 per cent equals 255 silver for \$100 gold.

CREDITS.

The long-credit system in Central America continues to be demanded, as it must in all communities dependent on agriculture for their exchange of products; hence, the general rule of twelve months. This

custom has also grown from the fact that many houses send their agents every year, not only to sell goods, but to make collections. To compete with other foreign nations, we must accept these terms. All houses doing business do not demand such long credit, but six months is the average. United States manufacturers, in too many instances, refuse to give more than three months, placing themselves at a very great disadvantage. I will cite a case coming under my observation. A firm with exceptional credit had occasion to order goods manufactured in the United States. A credit of six months was asked, and was refused for longer than three months. The order was transferred to Hamburg for the very same articles and prices. Six months' credit was granted. The amount of the order was for \$20,000 United States currency.

As long as such policies govern our trade, the idea of supremacy is remote.

JOHN JENKINS, *Consul*.

SAN SALVADOR, *January 21, 1898.*

Recapitulation of exports from Central America to the United States, 1896-97.

	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
British Honduras:					
Belize	\$51,497.85	\$30,818.07	\$72,500.32	\$54,102.11	\$238,918.35
Honduras:					
Amapala	185,620.00	166,906.46	182,649.59	144,518.19	679,692.24
Bonaca	4,448.00	4,168.00	4,129.50	6,724.65	19,470.15
Calba	82,739.45	53,523.00	94,450.00	147,101.25	377,813.70
Puerto Cortez	83,278.00	58,085.00	74,991.00	73,042.00	294,394.00
Ruatan	9,761.95	21,991.70	7,018.70	5,470.34	44,242.69
Truxillo	10,007.00	30,493.08	19,364.51	11,723.44	71,578.03
Utila	6,725.64	9,959.60	2,406.72	2,126.87	21,217.83
Total for Honduras	382,578.04	345,126.84	385,000.02	305,703.74	1,508,408.64
Guatemala:					
Champerico	36,555.04	187,237.25	671,533.32	813,190.00	1,708,515.61
Livingston	39,532.80	29,054.45	65,124.53	131,329.31	265,040.89
Ocos	43,789.30	(¹)	(²)	(³)	43,759.30
San José	102,186.20	9,711.82	59,562.84	248,943.94	420,394.80
Total for Guatemala	222,063.14	226,003.52	796,210.69	1,193,463.25	2,437,710.60
Nicaragua:					
Bluefields	229,250.48	175,846.00	197,953.87	289,870.00	892,920.35
Corinto and San Juan del Sur	61,896.84	82,820.84	109,365.90	206,188.94	410,272.02
San Juan del Norte	155,643.74	64,316.54	57,468.46	95,755.57	373,384.31
Total for Nicaragua	446,990.56	272,983.38	364,788.23	591,814.51	1,676,576.68
Total for Central America ³	1,103,069.50	904,931.81	1,618,499.26	2,235,083.61	5,861,614.27

¹ Estimating in the absence of returns.

² No returns

³ Except Salvador.

WEST INDIES.

BRITISH WEST INDIES.

ANTIGUA.*

IMPORTS.

There has been a marked decrease in the imports into this island for the year 1896 as compared with the years 1894 and 1895. This is caused by the continued low price of our principal export, sugar, together with the result of the ravages of the cane borer and rind fungus. Proprietors of sugar plantations, finding it impossible to live under existing conditions, have resorted to the doubtful expedient of reducing their labor account, sweating the poor laborer, instead of the more rational method of employing labor-saving implements and first-class machinery.

Muscovado sugar is made in this island to-day as it was made two hundred and forty years ago, with this exception, that steam is employed in grinding instead of wind power, and steam is used in pans for boiling the juice as it comes from the open toyes before being passed into coolers. This state of things is likely to continue, as the present owners are either unwilling or unable to put up improved machinery. The laborer's daily task will have to be increased as the price of sugar goes down, his weekly wage, now at a point which hardly allows him anything with which to purchase imported goods, will soon be even less; the imports of the island will all but cease; plantations will stop work, and the present owners will be swept away to make room for more enlightened men, untrammelled with love for the present antiquated mode of sugar manufacture, and willing to use labor-saving implements and the best class of sugar machinery. Not until then will prosperity again dawn on this island. The imports for the present year are expected to again fall below the imports of the preceding year.

CURRENCY.

The currency is British silver. Both British and United States gold coins are accepted, but gold as a rule is rare. The paper currency of the United States is also accepted at its full legal tender, and is used in remitting to the United States. There is no limit to silver as a legal tender. I can find no official statement showing the amount of coin in circulation. I think, however, that a fair estimate would be from \$30,000 to \$40,000.

EXCHANGE.

Exchange on London at ninety days is 1 per cent. On New York, it varies from par to three-fourths of 1 per cent.

* In response to circular of August 10, 1897.

TRANSPORTATION.

There are four steamship lines calling at this port in the month. The royal mail steamer calls every Wednesday, one week with mails and cargo from England, the following week with mails and cargo to England. The Quebec Steamship Company's vessels from New York call with mails and cargo every ten to twelve days. They are not, however, very regular. Scruttons Sons & Co.'s steamers from England come once a month, but are very irregular. Pickford & Black's Halifax and West Indian Line gives very regular service from and to Halifax, Nova Scotia, every month. There are also, during the crop season, a good many sailing vessels leaving for New York and the breakwater with cargoes of muscovado sugar. These, however, are getting fewer every year, owing to the keen competition of the steamship lines. This competition has also forced out of the carrying trade the United States schooners, which, at one time, carried most of our imports from the United States.

PORT REGULATIONS.

There has been no change in port regulations or in commercial licenses.

COMMERCIAL CREDITS.

Most of the importers here buy through commission houses in New York, and the terms are the same as the British commission houses. Accounts current are sent quarterly or half yearly, as agreed.

SAMUEL GALBRAITH,
Vice-Consul.

ANTIGUA, October 25, 1897.

Imports into Antigua.

From—	1894.	1895.	1896.	1897.
United Kingdom.....	\$399,576.00	\$245,918.00	\$243,720.00	.....
United States.....	236,491.00	244,341.00	211,896.56	¹ \$61,779.80
Other countries.....	70,571.00	74,506.00	117,729.00	.....
Total.....	756,638.00	564,765.00	573,345.56	91,779.80

¹ For six months ending June 30, 1897.

Exports from Antigua.

To—	1894.	1895.	1896.	1897.
All countries.....	\$317,070.40	\$418,200.00	\$329,332.80	.....
United States.....	612,120.51	230,897.18	549,960.41	¹ \$357,049.77

¹ For six months ending June 30, 1897.

Imports from the United States into Antigua for the six months of 1897 ended June 30.

Articles.	Value.	Articles.	Value.
Mules	\$1,262.40	Machinery	\$24.00
Bread	6,100.80	Do	52.80
Flour	35,188.80	Books	600.00
Meal	6,614.40	Boots and shoes	830.40
Corn	5,707.20	Carriages	448.40
Oats	176.80	Drugs	403.20
Pease	845.60	Earthenware, glassware	254.40
Rice	187.20	Fancy goods	129.60
Beef	359.20	Furniture	302.40
Butter	158.40	Government stores	48.00
Cheese	763.20	Saddlery	28.40
Fish:		Lime	48.00
Dry	316.80	Matches	547.20
Pickled	264.00	Musical instruments	211.20
Herrings	465.60	Oatmeal	3,100.80
Bacon and ham	288.00	Cotton-seed meal	48.00
Lard	969.60	Empty packages	105.60
Oleomargarine	1,152.00	Paints	57.60
Pork	5,928.00	Perfumery	72.00
Lard	96.00	Tar and pitch	72.00
Fruits and vegetables	33.60	Rope and cordage	206.40
Raisins	24.00	Stationery	33.60
Sugar	67.20	Candles	
Groceries	1,147.20	Tallow	67.20
Malt	52.80	Other	81.60
Malt in bottles	268.80	Kerosene oil	3,105.60
Whisky	288.00	Oil, others	148.80
Wine	57.60	Soap	201.60
In bottles	28.80	Tallow	273.60
Opium	96.00	Shingles	
Tobacco:		Cedar	326.40
Leaf	2,196.40	Cypress	340.80
Manufactured	67.20	Shooks	867.60
Pitch pine	1,641.60	Woodenware	256.20
White pine	8,705.60	Potatoes	28.80
Cottons and woollens	912.00		
Haberdashery	192.00	Total	91,779.80
Hardware	1,190.40		

Imports from the United States into Antigua, West Indies, for 1896.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Mules	20	\$2,016.00	Pitch and tar		\$691.20
Bread and biscuits,			Rope and cordage		80.80
barrels	4,413	8,121.00	Stationery		960.00
Flour and wheat,			Stationery (free)		1,128.80
barrels	16,306	60,696.40	Straw and bamboo		43.20
Flour, rye, barrels	66	432.00	Kerosene, gallons	4,369	689.60
Corn meal, do	7,049	14,635.20	Oil, olive, do	173	144.00
Corn grain, bushels	29,626	11,659.20	Oil, other, do	504	240.00
Oats, do	59	24.00	Soap, pounds	5,875	216.00
Peas and beans, do	460	456.00	Tallow and grease		306.40
Rice, pounds	1,120	24.00	Cigarettes, pounds	187	110.40
Beef, do	40,130	2,020.80	Tobacco:		
Butter, do	6,808	1,190.40	Leaf, do	47,496	3,753.60
Cheese, do	11,470	1,372.80	Manufactured,		
Fish, dry, quintals	1,785	6,072.00	pounds	200	168.00
Salmon, pickled,			Shingles:		
barrels	3	48.00	Cedar	150,000	\$244.80
Mackerel, barrels	10	86.40	Cypress	349,200	1,579.20
Herring, do	127	360.00	Staves	36,721	931.20
Hams and bacon,			Shooks		2,534.80
pounds	11,318	1,204.80	Wooden ware		811.20
Lard, pounds	44,880	2,360.40	Hard wood		28.80
Oleomargarine, do	1,920	2,011.20	Pitch pine, feet	306,619	4,556.20
Pork, do	571,200	26,342.40	Candles, tallow,		
Game and tongue,			pounds	827	76.80
Coffee, pounds	1,218	216.00	Potatoes, barrels	129	240.00
Fruit and vegetables			Machinery (free)		504.00
(free)		638.00	Pictures		72.00
Fruit and vegetables,			Bran		76.80
tins	853	86.40	Fruits, dried	2,222	144.00
Packages		432.00	Fruits, dried (free)	165	240.00
Paints		120.00	Sugar, refined	3,139	158.60
Perfumery		768.00	Starch	540	28.80
			Tea, pounds	21	6.96

Imports from the United States into Antigua, West Indies, for 1896—Continued.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Vinegar.....		\$4. 80	Drugs and chemicals.....		\$1,041. 80
Groceries.....		2,112. 00	Medicinal extracts.....		1,339. 80
Groceries (free).....		1,348. 80	Earthenware and		
Gin..... gallons.....	91	120. 00	glassware.....		288. 00
Pine, white and			Fancy goods.....		556. 80
spruce..... feet.....	247,121	5,596. 80	Furniture.....		499. 20
Cottons.....		2,793. 80	Government stores.....		384. 00
Haberdashery.....		1,008. 00	Rubber.....		62. 40
Hardware.....		2,275. 20	Leather and saddlery.....		470. 40
Hardware (free).....		470. 40	Manures.....		1,550. 00
Machinery.....		307. 20	Matches.....		840. 00
Books.....		76. 80	Musical instruments.....		83. 60
Boots and shoes.....		801. 60	Oatmeal..... pounds.....	565,495	16,336. 00
Carriages.....		1,339. 20			
Cart.....		57. 60	Total.....		211,896. 56

Number, tonnage, and crews of sailing vessels entered at ports in Antigua during the year 1896.

Countries whence arrived.	British.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....	1	215	8	-----	-----	-----	1	215	8
British North America.....	2	162	8	-----	-----	-----	2	162	8
Other West India Islands.....	34	3,132	219	6	1,065	39	40	4,227	258
United States.....	2	581	17	-----	-----	-----	2	581	17
French ports.....	23	685	113	9	517	38	32	1,182	151
Dutch ports.....	8	141	29	-----	-----	-----	8	141	29
South America.....	1	141	5	-----	-----	-----	1	141	5
Leeward Islands.....	250	4,037	944	9	237	47	259	4,274	991
Total.....	321	9,074	1,343	24	1,849	124	345	10,923	1,467

Countries whence arrived.	Foreign.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....	3	1,026	26	-----	-----	-----	3	1,026	26
Other West India Islands.....	4	245	28	6	2,067	44	10	2,312	70
United States.....	1	255	6	-----	-----	-----	1	255	6
French ports.....	15	312	77	2	867	18	17	1,179	95
Dutch ports.....	4	86	14	1	6	2	5	92	16
Leeward Islands.....	7	121	26	-----	-----	-----	7	121	26
Total.....	34	2,045	175	9	2,940	64	43	4,985	239

Countries whence arrived.	Total.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....	4	1,241	34	-----	-----	-----	4	1,241	34
British North America.....	2	162	8	-----	-----	-----	2	162	8
Other West India Islands.....	38	3,377	245	12	3,162	68	50	6,539	328
United States.....	3	836	23	-----	-----	-----	3	836	23
French ports.....	38	977	190	11	1,394	56	49	2,361	246
Dutch ports.....	12	227	43	1	6	2	13	233	45
South America.....	1	141	5	-----	-----	-----	1	141	5
Leeward Islands.....	267	4,158	970	9	237	47	266	4,395	1,017
Total.....	355	11,119	1,518	33	4,789	188	388	15,908	1,706

Number, tonnage, and crews of sailing vessels cleared at ports in Antigua during the year 1896.

Countries to which departed.	British.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British North America.....	8	1,078	48	—	—	—	8	1,078	48
British West India Islands.....	3	243	22	3	391	22	6	634	44
United States.....	12	2,792	77	—	—	—	12	2,792	77
French ports.....	34	1,141	165	3	28	8	37	1,169	173
Dutch ports.....	3	41	13	2	119	9	5	160	22
Danish ports.....	1	12	7	2	88	12	3	100	19
Spanish ports.....	—	—	—	2	215	14	2	215	14
Haiti.....	—	—	—	1	311	8	1	311	8
Germany.....	—	—	—	—	—	—	—	—	—
Leeward Islands.....	234	3,740	889	41	1,316	202	275	5,056	1,091
Total.....	295	9,047	1,221	54	2,468	275	349	11,515	1,496

Countries to which departed.	Foreign.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British North America.....	1	262	6	—	—	—	1	262	6
British West India Islands.....	—	—	—	1	255	6	1	255	6
United States.....	6	2,333	47	—	—	—	6	2,333	47
French ports.....	15	1,405	91	1	12	4	16	1,417	95
Dutch ports.....	4	82	13	1	6	2	5	88	15
Danish ports.....	—	—	—	1	294	9	1	294	9
Spanish ports.....	—	—	—	—	—	—	—	—	—
Haiti.....	—	—	—	—	—	—	—	—	—
Germany.....	1	339	9	—	—	—	1	339	9
Leeward Islands.....	9	214	40	4	143	20	13	357	60
Total.....	36	4,635	206	8	710	41	44	5,345	247

Countries to which departed.	Total.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British North America.....	9	1,340	54	—	—	—	9	1,340	54
British West India Islands.....	3	243	22	4	646	28	7	889	50
United States.....	18	5,125	124	—	—	—	18	5,125	124
French ports.....	49	2,546	256	4	40	12	53	2,586	268
Dutch ports.....	7	123	26	3	125	11	10	248	37
Danish ports.....	1	12	7	3	382	21	4	394	28
Spanish ports.....	—	—	—	2	215	14	2	215	14
Haiti.....	—	—	—	1	311	8	1	311	8
Germany.....	1	339	9	—	—	—	1	339	9
Leeward Islands.....	243	3,954	929	45	1,459	222	288	5,413	1,151
Total.....	331	13,682	1,427	62	3,178	316	393	16,860	1,743

Number, tonnage, and crews of steam vessels entered and cleared at ports in Antigua during the year 1896.

ENTERED.

Countries from whence arrived.	British.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....	2	2,106	70	—	—	—	2	2,106	70
Other West India Islands.....	—	—	—	1	1,178	23	1	1,178	23
French ports.....	11	17,163	440	2	3,632	94	13	20,845	534
Danish ports.....	1	135	21	—	—	—	1	135	21
Leeward Islands.....	155	181,082	6,886	9	11,587	484	164	192,619	7,370
Total.....	169	200,436	7,417	12	16,447	601	181	216,883	8,018

Number, tonnage, and crews of steam vessels entered and cleared at ports in Antigua during the year 1896—Continued.

ENTERED—Continued.

Countries from whence arrived.	Foreign.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom									
Other West India Islands									
French ports									
Danish ports									
Leeward Islands	1	1,089	21				1	1,089	21
Total	1	1,089	21				1	1,089	21

Countries from whence arrived.	Total.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom	2	2,106	70				2	2,106	70
Other West India Islands				1	1,178	23	1	1,178	23
French ports	11	17,163	440	2	3,682	94	13	20,845	534
Danish ports	1	135	21				1	135	21
Leeward Islands	156	182,071	6,907	9	11,597	484	165	193,658	7,391
Total	170	201,475	7,438	12	16,447	601	182	217,922	8,069

CLEARED.

Countries to which departed.	British.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Other British West India Islands				2	2,106	70	2	2,106	70
French ports	5	8,894	242	8	12,707	388	13	21,601	650
Danish ports				1	135	21	1	135	21
Leeward Islands	137	155,841	6,233	28	37,200	1,064	165	193,041	7,391
Total	142	164,735	6,475	39	52,148	1,543	181	216,883	8,018

Countries to which departed.	Foreign.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Other British West India Islands				1	1,089	21	1	1,089	21
French ports									
Danish ports									
Leeward Islands									
Total				1	1,089	21	1	1,089	21

Countries to which departed.	Total.								
	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Other British West India Islands				2	2,106	70	2	2,106	70
French ports	5	8,894	242	9	13,746	409	14	22,640	651
Danish ports				1	135	21	1	135	21
Leeward Islands	137	155,841	6,233	28	37,200	1,064	165	193,041	7,391
Total	142	164,735	6,475	40	53,187	1,564	182	217,922	8,069

Number, tonnage, and crews of sailing vessels of each nation entered and cleared at ports in Antigua during the year 1896.

ENTERED.

Nationality.	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British.....	321	9,074	1,343	24	1,849	124	345	10,923	1,467
United States of America.....	1	255	6	7	2,595	53	8	2,850	59
French.....	12	253	64	-----	-----	-----	12	253	64
Dutch.....	18	511	79	1	6	2	19	517	81
Norwegian.....	2	732	17	-----	-----	-----	2	732	17
Russian.....	-----	-----	-----	1	339	9	1	339	9
German.....	1	294	9	-----	-----	-----	1	294	9
Total.....	355	11,119	1,518	33	4,789	188	388	15,908	1,706

CLEARED.

Nationality.	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British.....	295	9,047	1,221	54	2,468	275	349	11,515	1,496
United States of America.....	7	2,595	53	1	255	6	8	2,850	59
French.....	11	241	60	1	12	4	12	253	64
Dutch.....	14	368	59	5	149	22	19	517	81
Norwegian.....	2	529	14	-----	-----	-----	2	529	14
Russian.....	1	339	9	-----	-----	-----	1	339	9
German.....	1	563	11	1	294	9	2	857	20
Total.....	331	13,682	1,427	62	3,178	316	393	16,860	1,743

Number, tonnage, and crews of steam vessels entered and cleared, of each nation, at ports in Antigua during the year 1896.

ENTERED.

Nationality.	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British.....	169	200,436	7,417	12	16,447	601	181	216,883	8,018
Norwegian.....	1	1,039	21	-----	-----	-----	1	1,039	21
Total.....	170	201,475	7,438	12	16,447	601	182	217,922	8,039

CLEARED.

Nationality.	Cargo.			Ballast.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
British.....	142	164,735	6,475	39	53,148	1,543	181	216,883	8,018
Norwegian.....	-----	-----	-----	1	1,039	21	1	1,039	21
Total.....	142	164,735	6,475	40	53,187	1,564	182	217,922	8,039

BAHAMAS.

In pursuance of directions contained in department circular of August 10, 1897, as to the commerce and trade of the Bahamas for the year ending June 30, 1897, I beg respectfully to report as follows:

On April 28 last, I forwarded to the Department such a full, detailed report on this subject, covering the entire year of 1896,* with com-

* Commercial Relations, 1895-96, Vol. II, Appendix.

ments based thereon, that I am unable to make any additions thereto for that period, and I regret to say that official statistics for the six months ended June 30, 1897, can not be furnished, since this Government has to collect the same from a large number of ports on the out islands, so that they are seldom available before the end of the year.

However, as the principal object sought for is to secure an intelligent survey of the trade and industry of the colony during the first half of 1897, I would say that we could substantially obtain that end, even in the absence of official figures.

There has been so little change in the business of the colony that the facts and figures of the first half of 1897, when obtained, will not be found to differ very materially, in my opinion, from those of the corresponding period in 1896, since the trade of these islands is not subject to very sudden fluctuations.

COMMERCE.

The tendency of trade is still toward the United States, with a slow but steady increase in our favor. Having already obtained nearly 80 per cent of the entire export and import trade of the colony, there is not much left to be acquired; but upon this small balance, we are making steady encroachments from year to year. This result has been obtained by a careful study of the wants of the islands by several leading New York exporters, who largely control the trade.

The great increase in exportations from the United States of late in such lines as electrical supplies, improved manufacturing and scientific apparatus, agricultural machinery, locomotives, etc., does not affect this colony, as it requires nothing of the kind. Many bicycles and sewing machines have of late been imported, all from the United States. Our boots and shoes, cotton goods, furniture, tools, and such manufactures are almost exclusively used. In addition, large quantities of provisions of all kinds are imported.

In methods of packing goods, exchange, banking facilities, and credits, the facilities offered are ample for all requirements.

CURRENCY.

The currency of the colony is good, its value steady, and quantity equal to the demand. It is largely American, as the subjoined estimate proves. It is composed about as follows: British gold coin, \$2,000; United States gold coin, \$70,000; British silver coin, \$70,000; United States paper money, \$20,000; Bank of Nassau notes, \$25,000; United States silver coin, \$3,000. The total circulation is about \$190,000, one-half being United States money. The United States gold and paper dollars are worth 4s. 2d. sterling; the silver dollar passes for 4 shillings sterling. The pound sterling is worth \$4.80 of our money. All weights and measures correspond with those of the United States.

TARIFF.

There have been no changes of late in the tariff laws of the colony, the duty on imports averaging about 25 per cent ad valorem. There are no export duties levied.

TRANSPORTATION.

There are no railroads and but few good dirt roads in the colony. Communication between the islands is by small sailing vessels and is

uncertain, except with the larger islands. Regular outside communication is had with the United States by steamers making three trips per month to and from New York; time, about four days; freight rates, being fair and unchanged of late, averaging about 50 to 60 cents per barrel measurement.

MISCELLANEOUS.

There are no special requirements, nor are licenses or passports required of commercial travelers. There are no regulations (quarantine or other) of a discriminating character against American vessels, trade, or commerce. There have been no changes in patent, copyright, or trade-mark laws, and the Bahamas are in the postal union. There are no laws requiring goods to be marked so as to show the country of origin or manufacture.

I do not think of anything to be added to the foregoing which would be of interest or profit to our trade or manufacturing interests, but if anything should be developed, it will be promptly forwarded.

THOS. J. MCLAIN, *Consul.*

NASSAU, *October 5, 1897.*

BARBADOS.*

In making a report on the Island of Barbados for the year 1896, the different details and branches of trade reported on in previous years have again to be referred to. In an island of the small dimensions of Barbados, and possessing the enormous population it does, it necessarily follows that the industrial resources are already developed, and that having once reported on those resources and on the geographical and climatic conditions of the land, there is really very little fresh ground to be broken in future years.

The trade and commerce of Barbados for the year 1896 and for that portion of 1897 on which I am enabled to report, show a healthy increase on the preceding year. Unfortunately, however, the prevailing depression of the sugar market—wherein the interests of Barbados are centered—renders almost nugatory the efforts of nature and man in this country.

SUGAR INDUSTRY.

The output of sugar in Barbados during the last twenty years has steadily increased, but with this increase, a steady decrease in value has taken place. In 1896, there were exported 45,789 tons of muscovado and 3,610 tons of dry sugar, as against 34,792 tons of muscovado and 1,659 tons of dry sugar in 1895, showing an increased export of nearly 13,000 tons. The ruling price obtained for this sugar in 1896 averaged \$1.65 per 100 pounds, as compared with \$2.50, \$3, and \$4 in past years. I am credibly informed that the cost of manufacturing sugar of the lowest grade varies from \$1.80 to \$2 per 100 pounds. It therefore necessarily follows that unless a reaction takes place in the market the sugar industry of this colony must be wiped out. What this means will be understood when it is known that out of the 106,000 acres comprising the colony 100,000 are under sugar-cane cultivation. On November 4, 1896, a new tariff act, to come into force on January 1, 1897, passed the legislature. The main features of the bill were to provide a revenue for the colony and enable the treasury to meet its liabilities. The bill provided for an increase of 20 per cent of the

* In response to circular of August 10, 1897.

tariff of 1895 on all articles having a specific duty attached, and an increase in the ad valorem duties of 2 per cent, thus raising that duty from 8 to 10 per cent.

The revenue of the colony for 1896 shows an increase of \$225,343.20, while the expenditures rose from \$729,732 to \$920,100.

COMMERCE.

The exports exceeded those of 1895 by \$771,105.52, and the imports showed an increase of \$651,110. The figures were:

	1895.	1896.
Exports	\$2,819,085.20	\$3,590,140.72
Imports	4,593,325.60	5,244,435.60

The amount exported to the United States during this period was \$2,088,375.53, or an increase of \$866,549.93 over 1895.

The imports from the United States were \$1,985,420.63, showing an increase over 1895 of \$63,947.03.

From these figures, it will be seen that the trade of this country with the United States is steadily on the increase. I have in former reports pointed out that Barbados is entirely dependent on the United States for its food supplies, and that in the event of the weekly food supplies being discontinued for a period of thirty days or longer, a state of famine would necessarily ensue. Every necessary of life is imported from the United States, the luxuries from Great Britain. In clothing, however, and boots, shoes, and hats, the United States does not appear to compete. Large quantities of these articles are annually imported from England, and it must be confessed that the exporters thoroughly understand their market. I am of opinion, however, that an effort in this direction by our manufacturers would be, after a time, attended with success; but a thorough knowledge of the market is absolutely necessary. The chief difficulty to be encountered, to my mind, is the conservatism of the inhabitants; and taste in placing the goods on the market would be required. In iron and steel manufacturers, iron hoops, nails, spikes, rivets, and clinches, Great Britain still holds the lead, but statistics for the past few years show that the United States is slowly but surely fighting for supremacy. With greater energy displayed, there would be no reason why our manufactures should not hold the market. I may here point out that the British manufacturer in almost every branch of trade is largely indebted to his commercial traveler in the West Indies. These gentlemen travel from island to island in the West Indies and acquire a perfect knowledge of the requirements. They are nearly always successful in obtaining orders for their houses, and being on the spot, know exactly the kind of goods desired. Our United States houses do not appear to make use of this manner of business in the West Indies, and not being on the spot, often lose the market. It is no use writing to the dealers here. Letters will not make them transfer their orders. Only a display of the goods and persuasion on the spot will do this.

The United States holds the market in carriages, and is daily increasing the lead. The lighter the vehicle, the more readily does it sell.

American bicycles are in great demand, and are preferred to any other. The American rubber appears to be more suited to the tropics,

and wears better. Expensive machines, however, do not find a ready market. There are at present about 500 machines in use.

SHIPPING.

The shipping of the colony shows a marked increase over 1895. One thousand eight hundred and ninety-six vessels, with a tonnage of 1,007,379 tons, entered at the custom-house during 1896. Of these, 414 were steamers. One hundred and seventy-eight American vessels entered, with a tonnage of 100,024, being an increase of 34 over 1895. These latter vessels all entered at the consulate.

The number of Norwegian vessels which entered rose from 12 in 1895 to 234 in 1896.

An attempt is being made to develop a coaling station here by mooring hulks loaded with coal in the harbor. Welsh coal is sold here at \$6 per ton and American at \$4.80.

RAILWAY.

In the early part of 1897, the Barbados Railway Company suspended operations, consequent on the legislature's action in refusing to pay the company the annual subsidy. This action was due to the fact that the company's rolling stock and permanent way were pronounced unsafe. I am of opinion that there is an opening in this island for a steam tramway or electric system which could be utilized for bringing passengers and produce into the town. The land is of a very level description, and little difficulty would be encountered in the construction of the line. The loss of the railway is greatly felt by a large portion of the planters.

In electricity, Barbados is still behind the times, the town being lighted by gas and mules being used on the tram lines. There is a very great prejudice here against overhead wires, and this, to a large extent, is responsible for the antiquated state of affairs. I have no doubt that if determined efforts were made by a responsible United States company, and the minimum of danger which exists in overhead wires were forcibly shown to the legislature by reliable experts, electricity would soon be an established fact in Barbados. On the other hand, I do not think any opposition would be encountered if a company were found willing to lay the lines beneath the surface.

MINING.

The mining for manjak (a species of glance pitch) in the northern districts of the island, has within the past year been attended with great success, and large finds are still being made. Whether, however, in view of the size of the island and the small area within which the deposits are found, this minor industry will be attended with large financial benefits, is yet to be proved. The manjak is found in veins greatly resembling coal seams, and in some places at great depths. It possesses extraordinary heating powers and has been tried with success in locomotives. It is largely used for insulating and varnishing purposes and finds a ready market in the United States. The value varies, but averages \$10 per ton. Closely connected with the manjak deposits, indications of oil, with a large percentage of petroleum, have been discovered, and a company with the necessary machinery and appliances has lately been floated to develop this industry. Up to the present, however, I am informed that their efforts have not been attended with success, grave doubts existing as to the quality and quantity of the deposit.

EMIGRATION.

Emigration has been occupying the attention of the authorities, but their efforts can not be said to be successful. Barbados possesses a large surplus population, while the neighboring islands are greatly in need of labor. Unfortunately, however, as is generally the case, the idle remain at home, while most of those who have been induced to emigrate were of an industrious nature. The Barbadian has a great antipathy to emigration, and it is with difficulty he can be persuaded to leave, however bad his circumstances may be. To commemorate the jubilee reign of Queen Victoria, the legislature organized a Government emigration society for the purpose of enabling respectable females in straitened circumstances to seek a new home in the United States.

Under the rules of this society, it is incumbent on the emigrant to produce satisfactory evidence that she has relatives or friends in the United States who will receive her; after which she is provided by the Government with a sum of money and a free passage to the United States. A large number of emigrants have proceeded to the States.

The health of the island continues to be excellent, and there is no doubt that this is largely due to the untiring efforts of the city's sanitary commissioners. Quarantine regulations are rigidly enforced, and while, perhaps, they may be a little irksome, there yet can be no doubt of their efficacy.

GEO. T. TATE, *Consul*.

BARBADOS, *October 6, 1897.*

BERMUDA.

Imports into Bermuda during the year ended December 31, 1896.

Articles.	Imported from—			
	United Kingdom.	United States.	Dominion of Canada.	West India Islands.
<i>Five per cent ad valorem duty.</i>				
Agricultural implements		\$958.70		
Bran		15,670.13		
Bread		9,071.16		
Building materials	\$4,073.28	9,037.09		
Butter		46,898.46	\$5,561.61	
Box materials		3,051.30	16,473.10	
Carriages		3,479.55	1,902.80	
Cheese	145.99	9,251.22	2,944.23	
Clothing	24,410.38	2,384.59		
Coffee and cocos		8,297.38		
Corn, Indian		15,606.87		
Confectionery		8,688.94		
Cotton goods	59,609.76	21,290.94		
Cutlery	1,343.15			
Drugs	6,774.17	11,849.94		
Earthenware	5,090.36	1,849.74		
Eggs		3,450.35	301.72	
Fancy goods	7,358.15	3,735.87		
Fertilizers		19,047.48		
Fish, preserved	3,523.35	4,559.91	11,085.89	
Feed				
Flour		79,882.35	2,009.86	
Fruit, dried		6,730.37		
Fruit, fresh		7,839.93		\$5,839.80
Fruit, canned		23,106.14		
Furniture	3,946.73	9,402.08	2,282.39	
Glassware	4,311.72	3,089.95		
Groceries		28,406.76		
Hardware	6,272.91	14,409.71		
Hay		8,978.69	7,684.20	
Jewelry and plated ware	12,905.98	6,598.97		
Lard		4,944.86		
Leather and leather goods	16,609.36	26,365.90	10,331.58	
Lumber		17,184.15		
Machinery	3,202.16	6,870.35		

Imports into Bermuda during the year ended December 31, 1896—Continued.

Articles.	Imported from—			
	United Kingdom.	United States.	Dominion of Canada.	West India Islands.
<i>Five per cent ad valorem duty—Cont'd.</i>				
Metal manufactures.....		\$3,124.29		
Meal.....		8,740.23		
Miscellaneous.....	\$30,741.02	44,650.14	\$11,635.80	\$3,323.82
Musical instruments.....		1,327.13		
Meats, chilled.....		23,904.25		
Oats.....		20,011.05	9,786.63	
Oil, kerosene.....		23,406.00		
Oils and paints.....	3,645.01	20,837.17		
Oilmen's stoves.....	25,077.07			
Provisions.....		57,833.49	9,168.49	
Rice.....	3,430.88	306.59		
Sheep.....		12,595.14		
Soap and starch.....	3,007.50	8,779.17		
Stationery.....	7,577.04	3,927.27		
Straw goods.....		3,401.68		
Sugar.....	20,463.63	11,027.49	3,474.08	17,821.12
Molasses.....				490.38
Silk goods.....	4,316.59			
Tea.....	5,134.16	12,205.18		
Vegetables.....		2,559.78	1,697.99	146.00
Woolen goods.....	66,135.74			
<i>Specific-duty goods.</i>				
Books.....	2,094.46	1,810.34	374.72	
Bicycles.....	243.35	35,642.25	520.72	
Cigars.....	2,842.14	4,895.77		6,438.38
Cigarettes.....	1,562.15	2,678.58		
Coal.....	2,394.32	16,112.98		1,562.15
Cordials.....	321.19	65.44		
Horses.....		6,749.84	1,323.69	
Ice.....		1,318.82		
Malt liquors.....	88,064.98	2,112.06	233.59	
Oxen and cows.....		140,134.60	579.11	
Spirits.....	11,246.48	1,683.81	1,075.40	3,761.80
Tobacco.....	2,116.93	5,708.54	919.73	
Wine.....	8,214.65	1,367.49	43.79	
Total.....	438,146.66	897,338.80	101,641.72	39,389.45

Articles.	Austria.	Germany.	Italy.	Teneriffe.
Cigars.....		\$1,601.07		
Fruit, fresh.....			\$530.44	
Glassware.....	\$778.64			
Jewelry and plated ware.....		321.19		
Onion seed.....				\$4,428.51
Total.....	778.64	1,922.26	530.44	4,428.51

Exports from Bermuda during the year ended December 31, 1896.

Articles.	Exported to—			
	United Kingdom.	United States.	Dominion of Canada.	West India Islands.
Arrowroot.....	\$691.04	\$2,237.25		
Beets.....		301.72		
Bulbs.....		60,495.41	\$5,562.41	\$38.93
Casks.....		3,499.11	710.51	2,029.33
Flowers, cut.....		5,518.61		
Hides and skins.....	2,837.17	4,822.70		
Iron (old metal).....	8,384.98		1,508.61	
Miscellaneous.....		593.71	2,126.06	1,975.70
Onions.....		266,893.45	5,338.55	7,513.88
Potatoes.....		91,572.98	845.52	5,878.78
Plants.....		335.78		
Specie.....		36,496.75		243.42
Spirits.....		364.98		
Tallow.....	1,970.93	1,328.55		
Vegetables.....		6,477.31	29.20	48.66
Wine.....		340.65		
Total.....	13,884.12	481,330.91	15,621.46	17,728.65

RECAPITULATION.

Imports and exports with the several countries.

Countries.	Imports.	Exports.	Total.
United States	\$397,338.80	\$481,330.92	\$1,378,669.72
United Kingdom	438,106.06	13,884.12	451,990.78
Dominion of Canada	101,641.72	15,621.46	117,263.18
West India Islands	39,389.45	17,728.66	57,118.11
Austria-Hungary	778.64	.....	778.64
Germany	1,922.27	.....	1,922.27
Italy	530.45	.....	530.45
Teneriffe	4,428.52	.....	4,428.52
Total	1,484,136.51	528,565.16	2,012,701.67

MARSHALL HANGER, *Consul.*HAMILTON, BERMUDA, *June 2, 1897.*

ST. GEORGES.

In reply to circular issued by the Department of State of August 10, 1897, I beg respectfully to state that there have been no marked changes at St. Georges since my report of September 12, 1896.*

I may, however, remark that the naval authorities are now dredging and deepening the Narrows in the ship channel leading from the east end to Grassy Bay anchorage, at the west, which will greatly facilitate the pilotage of large vessels to said anchorage and to the dockyard at Ireland Island.

WM. O. FOX, *Vice Commercial Agent.*ST. GEORGES, *September 29, 1897.*

JAMAICA.

During the past two years, this island has undergone a period of severe commercial depression. The two principal causes operating to bring this about were, to my mind, quite distinct—one external, the other internal. The United States naturally forms the fountain from which flows the general prosperity of this hemisphere, being the source largely of the supplies of the sister countries thereon. It is not unreasonable to assume, therefore, that any period of trade depression in the United States, such as we have had for the past three years, produces to a certain extent a corresponding depression in the countries round about her. The internal cause of the depression in the island is the decadence of the sugar industry. Until recently, the cultivation and manufacture of sugar and rum gave employment to the greater proportion of the laboring population. The negro laborer since emancipation has largely depended on his work on the sugar estate to provide him with those necessaries of life, apart from actual food, which can only be purchased for cash. He is able to support life itself on his provision ground, but has no money to spend at the country stores. Dullness of trade throughout the rural districts is therefore felt by the importing houses of the capital, and the withdrawal from circulation of large sums of money, spent annually by the

sugar estates, has affected the entire community. In addition to these economic causes, the depression has been accentuated by natural conditions incident to the climate. During the summers of 1896 and 1897, severe droughts prevailed, which damaged crops in almost every district of the island. Ground provisions were scarcely procurable, and in some parishes, public relief had to be afforded the sufferers. In the autumn of the latter year, there were heavy floods, putting many of the sugar estates and fruit farms under water for days and destroying the crops. The late quasi epidemic of yellow fever has been the last and one of the severest blows to the island. At the very moment when the revival of trade in the United States, together with the usual winter tourist travel, would have aided somewhat in the affairs of the colony, this fell disease made its appearance, and has to a large extent destroyed the last hope of present temporary relief.

FINANCIAL CONDITIONS.

The finances of the colony and public credit have naturally felt the effect of the trade depression. At the end of the fiscal year March 31, 1895, the Government had a surplus of £64,005, which was added to during the following fiscal year until it reached the sum of £83,173 on March 31, 1896. During the year ended March 31, 1897, this surplus was entirely swept away, and the Government faced the current fiscal year with a deficit of £64,391, a sum in excess of the surplus which they had two years before. In the face of this situation, capital was deterred from investment here, and while the inauguration of several important enterprises financed from outside showed that there was still belief in the prosperity and possibilities of development of the colony, money was difficult to obtain, and holders of interests were desirous to dispose of them. The contracted circulation caused a heavy check in the purchasing power of the population, and a corresponding decrease in the imports followed. From the year 1891-92 to 1895-96, there had been a steady increase in the imports, ranging from £1,759,890 (\$8,553,065) in the former year to £2,288,946 (\$11,124,277) in the latter; in the succeeding year, 1896-97, they fell to the phenomenally low figure of £1,856,377 (\$9,021,992), or practically to the point where they had started five years previously. They would have gone still lower had it not been for the failure of the ground crops in the latter year, thereby causing an increased import of food stuffs consumed by the mass of the native population. With the lessened circulation, decreased purchasing power of the people, and the decadence of the principal industries, came an increase of exports to the United States from other countries in some of the principal products of the island, and a coincident lowering of the standard of some of the exports from the island itself. Thus, while the bounty-fed sugars of Europe were combining to disastrously affect the sugar of Jamaica, other causes were having a similar effect on its coffee, logwood, etc., and in almost no period of the history of the island have its products brought so low prices in foreign markets. The only things which have at all buoyed up the island during its long period of depression are the outgrowth of American enterprise. The Jamaica railway extensions, built by an American corporation in the face of strong prejudices and multiplied obstacles, kept in circulation considerable sums of money and gave employment to labor. The fruit trade of the island twenty years ago was an unknown quantity; to-day, it is the one thing which keeps the colony alive. This trade has been built up, fos-

tered, and extended until it has assumed enormous proportions, by an American. It, too, however, has had somewhat of a setback by the imposition, under the Dingley tariff, of a duty on oranges.

There is grave reason to doubt whether, during the coming year, the condition of the island will assume a brighter aspect. The legislature, which is about to meet, will face another heavy deficit in the revenues of the colony. It is more than likely that, in addition to the imposition of further internal taxes, there will be a revision of the existing tariff. Generally, it is believed that an increase in the general ad valorem rate of the tariff will be made from 12½ per cent, as now, to 20 or 25 per cent. The increased tariff will still further check importation. To improve the existing state of affairs, there would seem to be but two remedies. Both of them would have a vital effect on the trade relations of the United States with the island. There is (1) the negotiation of a reciprocity treaty between the United States and Jamaica, and (2) the imposition by Great Britain of a duty upon bounty-fed sugars. The former, as shown by the past, will not be difficult to obtain; the latter, being opposed to the trade theories of the British nation and people, is somewhat doubtful. It would be too patent and unmistakable an indorsement of the policy of protection, which England abandoned more than fifty years ago. In order to avoid so apparent an inconsistency, the aid will probably take the form of special grants of money.

RECIPROCITY TREATY.

I do not suppose it necessary to adduce any argument in favor of the negotiation of a reciprocity treaty. It is a fact borne out by statistics and not controvertible that the most flourishing period of the trade of the United States with the countries and colonies of this hemisphere who had reciprocity treaties with her, was during the short period when those treaties were in operation—that is, between the years 1891 and 1894. It is a fact also, now for the first time brought to my notice, that the period covered by these treaties was the most flourishing period in the trade of the British West Indian colonies, and I assume that if it be true with regard to these colonies, it is true of the other countries and colonies with whom similar treaties were negotiated.

I do not imagine that any argument that we are not interested in observing the increase of exports to the United States by other countries, would have weight in the consideration of this question, for the increase in exports from any country to the United States brings about closer trade relations. A man more often buys where he sells, and any method of inducing closer trade relations, whether in buying or selling, will ultimately benefit the trade of the United States in the Western Hemisphere, where it has long been at a low ebb. In a speech by Mr. Blaine at Waterville, in the summer of 1890, he called attention to the fact that, leaving out the Western Hemisphere, the United States gained in trade with the rest of the world in the neighborhood of \$140,000,000, and that in the Western Hemisphere alone, they lost all of that and between \$10,000,000 and \$15,000,000 besides. It was Mr. Blaine's own application of the reciprocity policy which to some extent remedied this condition of affairs. In two years after the negotiation of the various reciprocity treaties, our exports to some of these countries doubled. Take, for instance, the commercial history of this island. Since the negotiation of the reciprocity treaty in

1892, the imports to this island from Great Britain have decreased, and during the same period, they have correspondingly increased from the United States. Below I give a table showing the percentage of imports and exports of the island to and from Great Britain and the United States:

Year.	Imports.				Exports.			
	United Kingdom.	United States.	Canada.	Other countries.	United Kingdom.	United States.	Canada.	Other countries.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1888-89	55	33.9	9.2	1.9	37.3	50.3	2.3	10.2
1890-91	56	34	7	3	32.4	55.3	2.1	10.2
1891-92	49	37.2	10.4	3.4	32.7	50.9	3.5	12.9
1892-93	51.9	34.8	9.6	3.7	29.1	54.2	2.6	14.1
1893-94	55.1	33.2	8.8	2.9	26.7	58.7	1.6	13
1894-95	50.5	36.6	8.5	4.4	26.7	58.7	1.6	13
1895-96	48.1	41.8	7.5	2.6	27.6	57	1.6	13.8
1896-97	49.9	39.4	8.2	2.5	27.4	56.6	1.2	14.8

The figures for the year 1889-90 are not given, as there was a change during this year of the statistical compilations of the colony to conform them to the English practice, and the ending of the financial year of the colony was altered from September 30 to March 31. This table strikingly illustrates the fact that, since the negotiation of the treaty, the island has bought more from, while selling less to, the United States. The falling off of the imports from the United States in 1896-97 was due to the completion of the Jamaica Railway and the consequent cessation of imports of materials used in construction. For instance, in 1895-96, the imports for the railway amounted to the sum of £139,956, while in 1896-97, they amounted to only £11,453. Perhaps the most instructive lesson told by these figures is that though the reciprocity treaty with the island was terminated by the Wilson bill, the position which the United States had secured by it has not been destroyed by its abrogation. The exports have not materially decreased, and the imports have steadily increased. We have the spectacle of one of the oldest colonies of England, bound to the mother country by the closest ties of history and blood, priding itself on its patriotism, and with all its insular prejudices against Americans, unable to withstand the natural laws of trade drawing it closer to us, and we have the proof that, with the slightest encouragement on our part through closer and more reciprocal trade relations, the dominancy of the American producer in the Jamaica market will be undisputed. That it will tend to the prosperity of the island as well is fully recognized. The time is ripe for the step. The Sugar Planters' Association has placed on record its belief that unless the home Government takes steps to protect the sugar of the island, "the only alternative is to allow Jamaica to enter into closer trade relations with the United States." Another striking evidence that the people of Jamaica appreciate the advantage of a closer connection with the United States is the fact that though the Wilson bill abrogated the reciprocity treaty of 1892, they have not, with slight exceptions, reimposed the duties taken off by that treaty. The Government brought in a bill with the view to restoring these duties, but it was defeated in the legislative council by the elected members. That the tie between the two countries should be made still closer in the matter of tariff arrangements is the desire not only of the sugar planters, but of many of the prominent merchants of the island, and it is not improbable that in

the legislative session of 1898 some measure will be proposed in that direction. There is a popular wish to take advantage of the reciprocity clauses of the Dingley tariff. The natural tendency is to reimpose the duties remitted under the reciprocity treaty of 1892, and then to enter into negotiations for their remission a second time, together with any other remissions which may be demanded and to which they can accede. But this would be an evasion which our negotiators could hardly fail to take notice of.

My desire in this report is to emphasize and direct particular attention to an important feature of the former reciprocity arrangement. While that treaty apparently opened a wider market to the United States, the revised Jamaica tariff, formed in pursuance thereof, continued to give preferential treatment to Great Britain. With the reductions provided by treaty, the tariff still remained generally higher on the products of the United States than on those of Great Britain. To this day, it is a curious anomaly that the food stuffs, provisions, and necessaries of life imported from the United States are taxed at a higher rate than many of the luxuries from England. English cottons and woollens pay a duty at the rate of $12\frac{1}{2}$ per cent ad valorem, while American flour pays a rated duty of over 40 per cent on its cost price and a duty equivalent to almost 25 per cent of its selling price. This marked feature of the Jamaica tariff did not escape the notice of Mr. Blaine when he negotiated the former treaty. In a letter to the British minister at Washington, he said:

The highest rate of duty attaches to the agricultural and food productions, while, on the other hand, the lowest rate is invariably affixed to goods of a high grade of manufacture and to the luxuries of life. But the fact more pertinent to the present inquiry than the foregoing is the contrast which is shown between the duty fixed on goods most largely imported from the United States and those from Great Britain. It will be seen that almost without exception the highest rates attach to the former and the lowest rates to the latter. The tariff of Jamaica, which we have examined, sustains the assertion that the amount of duty charged upon products coming from the United States is the same as that charged upon similar products coming from the mother country and its dependencies; but I know of no more striking illustration of the manner in which the ingenuity of the partial legislators can preserve perfect equality of tariff treatment between competing countries and at the same time completely discriminate in favor of the one to the injury and exclusion of the other. But when their action is set up as a basis to sustain the claim of equal and reasonable reciprocity with the legislation of the United States, it becomes my duty to point out wherein this want of reciprocity consists.

I inclose herewith a copy of the existing Jamaica tariff and also a statement of the principal imports for the fiscal year ending March 31, 1897, showing the comparative values of those imports from the United States, Great Britain, and other countries, and also, in a parallel column, the rates of duty on the respective articles. From the latter appendix, it will be seen that the principal articles of import from Great Britain are cotton piece goods, etc., apparel, haberdashery and millinery, boots and shoes, hardware and cutlery, cement, straw hats, and hosiery. Upon all of these is placed the general ad valorem rate of the tariff, $12\frac{1}{2}$ per cent. The principal imports from the United States are flour, lumber, salt pork, bread and biscuits, salt beef, butter, butterine, boots and shoes, petroleum, salt fish, cheese, peas, and beans, upon all of which high specific duties are levied, with the exception of boots and shoes, and in this line, it will be observed that the larger imports are from Great Britain. The short statement below will show the importations of the articles above referred to (1896-97), together with the rates of duty imposed thereon. In a parallel col-

umn, I show also what the specific duty on American imports would be if transposed into ad valorem:

UNITED STATES.

Articles.	Value.	Rate of duty.	Per cent. ad va- lorem
Flour	\$754,882	\$1.94 per barrel	43
Lumber	257,948	\$2.19 per 1,000 feet	11½
Bread and biscuits	118,955	\$1.94 per 100 pounds	25
Boots and shoes	108,228	.....	12½
Butter and butterine	112,515	2 cents per pound	11½
Cheese	35,138	do	16½
Cigarettes	38,388	36 cents per pound	60
Pease and beans	28,584	8 cents per bushel	4½
Salt fish	95,035	85 cents per 100 pounds	21
Salt beef	113,979	\$2.78 per barrel	22½
Salt pork	128,205	do	26
Petroleum	98,910	13 cents per gallon	112½
Hams	35,329	2 cents per pound	11½
Refined sugar	8,505	do	50
Shingles, cypress	27,453	\$1.45 per 1,000 feet	19½
Tongues	3,712	\$3.65 per barrel	22

UNITED KINGDOM.

Articles.	Value.	Rate.	Articles.	Value.	Rate.
		<i>Per ct.</i>			<i>Per ct.</i>
Woolen cloths	\$170,268	12½	Hardware and cutlery	\$128,483	12½
Apparel and slops	294,407	12½	Cement	55,017	12½
Hosiery (cotton)	37,792	12½	Glass manufactures	12,076	12½
Cotton piece goods, etc.	988,142	12½	Boots and shoes	162,897	12½
Cotton, miscellaneous	49,912	12½	Earthen and chinaware	32,161	12½
Haberdashery and millinery	189,787	12½	Straw hats	50,802	12½
Linens	23,543	12½	Saddlery and harness	40,171	12½
Silk manufactures	21,579	12½	Milk, condensed	139,504	12½
			Copper manufacture	6,084	12½

For convenient reference, and to carry the illustration through the entire tariff, I annex* an additional table showing the principal imports into the island during the fiscal year 1896-97, the imports from each country, the import rates of duty under the tariff, the cost landed in Jamaica, the percentage of duty on the landed cost of goods subject to specific duties, and the retail prices. This table is not entirely complete, but it will readily be seen that it is impossible to procure all the information, and difficult to procure any of it. The table is, however, I think, comprehensive enough for all practical purposes.

It is apparent, therefore, that in any reciprocal treaty to be negotiated with this island, some effort should be made to rectify the inequalities shown in this comparative statement. Jamaica looks entirely to the United States for its breadstuffs and provisions, and it is not fair that these articles should be forced to contribute so heavily to the revenues of the island and the importation thereof discouraged to a certain extent, while the class of goods coming from Great Britain (consumed largely by those better able to pay a higher rate of duty) should be assessed at so low a rate, and a preferential treatment thereby given to the goods of Great Britain. It seems to me that any treaty negotiations should be directed more especially to those articles which are subject to these unequal tariffs, and which are more largely

* See end of report.

exported from the United States. In order that a clearer idea may be had of the conditions which may affect any proposed reciprocal arrangement, a general review of the trade of the island in its principal articles may not be out of place. I shall deal first with its exports.

SUGAR.

The sugar industry of the island will probably need not only a preferential treatment in the American market, but a protection from bounty-fed sugars in the English market. The latter, however, is by no means assured, and it becomes all the more necessary, therefore, to take advantage of the former. The decline of the sugar industry here is a somewhat sad spectacle of the improvidence of the people. Formerly, under the consignees' lien law, owners of estates mortgaged their growing crops for advances, as well as the freeholds themselves. Gradually getting deeper into debt, they have abandoned their estates altogether, especially in later years, since the abolition of the law above referred to rendered advances on crops more difficult to obtain. In recent years, however, many of these estates have been bought by new owners and converted into fruit farms; others, and a large proportion, are in the hands of receivers, managed for the benefit of mortgagees, while some of them are still held by the original owners, who are retaining possession in the hope of better days, or are gradually introducing some other industry. The decline of the sugar industry is here attributed generally to competition with beet sugar in Europe, which has forced the exporters to accept the American market and its prices. It is true that the competition of beet sugar has reduced the price to so low a figure that it is difficult for the cane sugar to meet the competition. During the past ten years, the shrinkage in the quotations of sugar exported has been quite marked, but the shrinkage in value has been more so. I append a table showing in hogsheads and pounds sterling the exportations since the year 1886.

Exports of sugar.

Year.	Hogs-heads.	Value. ¹	Year.	Hogs-heads.	Value.
1886.....	18,289	£202,791	1892-93.....	21,872	£241,663
1887.....	26,604	264,538	1893-94.....	24,149	232,244
1888.....	27,248	288,402	1894-95.....	23,952	239,210
1889.....	17,966	244,366	1895-96.....	22,995	196,459
1890-91.....	20,994	236,188	1896-97.....	16,073	148,678
1891-92.....	23,654	255,474			

¹Note by Bureau of Foreign Commerce: On account of the date when this report was received, it has been impossible to reduce the values in the tables to United States currency.

Taking into account the advance of the colony, the withdrawal of capital and energy from this industry is striking. While in 1881, sugar formed 77.21 per cent of the entire exportations, in 1896 it only formed 13.88. But the prime cause of the decline of the industry, to my mind, is the shortsightedness of the sugar planter himself. Sugar may have, as he claims, ceased to pay the cost of production in Jamaica, but, if this be true, it is due to the fact that while competition in lowering the price has induced the sugar planters of other countries to meet the situation by improved methods of manufacture and improved machinery, the planter of Jamaica has gone along in the same old-fashioned way, and has failed to get the best results. The money made out of the sugar estate has been lavishly expended

in luxurious modes of life, and when money ran short a few thousand pounds, he anticipated the next crop by a mortgage. Since 1839, 518 sugar estates have been abandoned, 120 of these in the last thirty years. At present, the number in the island is 146. Of these 98 are owned by resident proprietors, and 48 by absentees; 86 are worked by steam, 37 by water, 18 by water and steam, 3 by cattle, and 1 by wind and cattle. Of the entire number, but 6 have vacuum pans. Most of the others have open batteries and evaporating pans of various kinds. Some have still more simple and older methods. Not more than one-half have centrifugals.

In a return, recently furnished, of 51 estates in the island, two only employed a triple effect. Nearly all of the estates used the old-fashioned open batteries and evaporating pans. Such things as automatic bagasse carriers for the saving of fuel, modern furnaces and boilers, improved crushers and rollers, etc., are practically unknown. The methods of crushing are very imperfect, and even on the best estate, 65 per cent of juice, with a double crushing, is the highest that can be obtained. The largest of these estates had but 542 acres in cultivation, or less than 10 per cent of the acreage of the entire estate. One other estate had an acreage of 500; 5 others had an acreage of 400 or more; and 12 others an acreage of 300 or more. The highest production of any one of these estates was 920 hogsheads of sugar and 275 puncheons of rum. Only two others produced over 500 hogsheads and 10 over 300. Forty-three produced over 200 hogsheads. The acreage of cane in cultivation in the island is about 26,325. This is less than 10 per cent of the entire acreage of the sugar estates. Of all the cultivated lands in the island, only 17 per cent are in cane. The average crop is less than 1 ton of sugar and 1 puncheon of rum to the acre.

When you compare these conditions with the sugar industry in an island like Cuba, where the central system has been developed and fostered, where they build costly furnaces, import the finest boilers, employ automatic bagasse carriers, vacuum pans, triple effects, high-power rollers, and all the most improved machinery connected with the manufacture of sugar, under the direction of analytical chemists who observe closely the process of making in order to regulate the quality of the sugar and secure the most marketable test, it is very easily seen why the sugar making of Jamaica, formerly its most prominent industry, has dwindled and wasted away, and no countervailing duties will be able to resuscitate it to any great extent. A striking illustration is found in the fact that the annual net returns of a large sugar estate in Jamaica are less than \$30,000, which would not pay the wages of a good-sized sugar estate in Cuba. If sugar can be made at from $1\frac{1}{4}$ to $1\frac{1}{2}$ cents per pound in Cuba and placed in the American market at a profit of 1 cent per pound net, the same should be done in Jamaica. If sugar costs more to manufacture in Jamaica than it does elsewhere, it can only be attributable to the methods of manufacture. It is true that one of the planters in this island, a Cuban, refused to appear before the late sugar commission, stating that those who could not make a profit on sugar had better go out of the business; that he made sugar and made it at a profit. One planter here has stated that he made sugar as low as £7 7s. (\$35.70) per ton, which would make the cost of production about $1\frac{1}{2}$ cents per pound; others say that it costs £8 (\$38.88) per ton, which would mean about $1\frac{1}{2}$ cents per pound. If there be no margin of profit in sugar, it can only be attributable to crude manufacture, lack of management in handling, excessive

charges, etc. As a matter of fact, sugar is now being invoiced at this consulate at £9 (\$43.74) per ton. There must be some profit in it, or else the producer would not incur the expense of shipment.

By far the greater proportion of the sugar exported from Jamaica goes to the United States. We take 93.10 per cent of the entire export of the island. The advantages of our market over the English one are better prices, owing to the noncompetition with beet sugar, lower freight rates, and quick returns. The large firms exporting sugar import also food stuffs, and this naturally leads them to take returns of the latter in the market where they dispose of the former. The following is a table of percentages showing the marvelous change in the sugar exports of the colony:

Sugar exports, by countries.

Year.	United Kingdom.	United States.	Canada.	Other countries.	Year.	United Kingdom.	United States.	Canada.	Other countries.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
1881-82	60.17	8.33	30.55	0.95	1889-90	2.62	86.81	3.55	7.02
1882-83	41.65	13.46	41.04	3.85	1890-91	5.77	83.38	8.87	1.98
1883-84	33.73	20.74	42.96	2.57	1891-92	.97	93.28	4.16	1.59
1884-85	22.55	56.60	17.11	3.65	1892-93	5.16	89.19	4.03	1.62
1885-86	17.28	66.30	13.44	2.89	1893-94	3.28	94.30	1.28	1.14
1886-87	9.19	83	6.01	1.80	1894-95	5.15	89.33	4.46	1.06
1887-88	36.06	51.68	8.85	3.39	1895-96	13.83	82.43	2.46	1.28
1888-89	13.41	72.16	11.3	3.13	1896-97	2.86	93.10	2.47	1.58

In 1881, we took a little over 8 per cent of the sugar of this island; in 1897, we took over 93 per cent. In the meantime, the exports to Great Britain fell from 60 per cent to scarcely 3 per cent, and the exports to Canada from 30 to 2½ per cent. There will be noticed in this table the large gain of 10 per cent during the period of the reciprocity treaty.

The condition of the sugar industry of Jamaica at this time is the most serious question confronting its people, and is attracting widespread attention. Even though the island may have other resources, present and prospective, the decline of the sugar industry is looked upon as its greatest calamity. Over £500,000 has been circulated in this island among laborers, tradesmen, overseers, etc., a sum as great as, if not in excess of, the remaining agricultural industry of the island, and the gradual withdrawal of this money will seriously cripple the island's resources. As stated by Sir Henry Norman in opening the inquiries of the sugar commission in this colony—

While the condition and prospects of this island differ very materially from the conditions and prospects of other islands in the West Indies, it must also be recognized that even in Jamaica the welfare of the sugar industry is of the greatest importance to the prosperity and happiness of the people.

The decline of this industry, the apparent indifference of Great Britain to the demand of the West Indies for protection against bounty-fed sugars, the increasing tide of American trade with the island—especially in this product—have all led the merchant and planter here to look forward to a closer trade connection with the United States. Their principal demand in any reciprocal arrangement will be a concession to Jamaica sugar, and this will give to the American negotiators an opportunity (which they have not before had, which may in the near future be lost, and which should therefore be taken distinct and prompt advantage of at this time) of securing

concessions for American goods. Even should Great Britain consent to assist the colony by direct grants or countervailing duties on beet sugar, the advantage gained will not be lessened. A foothold once established, the natural course of trade will be sure to follow.

About three years since, a duty was imposed here upon refined sugar at the rate of 1d. per pound. This was alleged to be merely for the purpose of raising revenue, but it is not unreasonable to suppose that it was also for the purpose of imposing a check on the importation of refined beet sugar, as there are no refineries in the island. The consideration of this fact may be taken into account in dealing with the question of the tariff on sugar in any reciprocal arrangement. It particularly affected the American refiner, as shown by further reference to this article under the head of imports.

A singular concomitant of the dismantling of the sugar estates in Jamaica has been the purchase and export, by an American firm, principally to the United States of large quantities of old machinery, for the copper and other valuable metals contained therein. It has been a source of considerable profit, and is being extended to other countries.

FRUITS AND VEGETABLES.

Fruit alone, of all the products of Jamaica, has maintained its position; and being mainly under American control and subject to American influence, it goes to the market in a condition better able to compete with the output of other countries. Minor indigenous fruits are cultivated mainly for local consumption; and while there is a considerable field open here for mangoes, alligator pears, limes, grapefruit, shaddocks, etc., nothing has yet been done, except in the line of grapefruit, a small trade in which is beginning.

Bananas.—Bananas have in recent years formed a considerable and increasing export of the island, and the market in the United States seems fully equal to it, as well as the capacity of this island for their production. Wide tracts of land are constantly being placed under cultivation for this fruit, and the extent in the island suitable for this purpose is almost unlimited. It is undoubtedly due to the expansion of the banana trade that the island is in a better condition to-day and more able to withstand the drain of commercial depression in the West Indies than any other of her sister islands. The new governor of Jamaica, Sir Augustus Hemming, on his arrival in the island less than two weeks ago, adverted to this: "I have come," he said, "from a colony where gold and sugar were the two products, and practically the only ones, to a colony which has many and varied resources, some already developed and others in process of development."

The fruit industry of the island has been built up almost entirely by American capital and American energy. It was begun nearly thirty years ago, by Capt. L. D. Baker, a Cape Cod man, then the owner of a trading schooner to West Indian ports. He saw the possibilities in the introduction of the Jamaica banana into the United States, tried the experiment, and succeeded. Schooners were replaced by tramp steamers; they, in turn, have been followed by fast merchant steamers, and the coming year will witness the introduction of new passenger steamers built for this trade by Cramp & Son, of Philadelphia, their construction, under the mail-contract law, to be adapted to that of auxiliary cruisers. The trade has grown by leaps and bounds, until, in the year 1895-96, the exports in fruit were more than

one-half of the entire exports of the colony. In the past ten years, the trade has more than doubled, and practically all has been with the United States market. Bananas, being free from tariff restrictions, have practically absorbed the market in the United States. From 886,441 bunches shipped in 1881-82, the exports have grown to 4,806,865 bunches in 1896-97. This trade is chiefly in the hands of the Boston Fruit Company and Messrs. J. E. Kerr & Co. The Boston Fruit Company has branches in the four large commercial cities of the Atlantic coast, Boston, New York, Philadelphia, and Baltimore, and has two steamers per week to each of these ports in the busy season. It has purchased and owns many large estates of its own, and practically controls the industry in the northeastern section of this island. Its principal location, the town of Port Antonio, is called the "American colony." Beside the fruit shipped from their own plantations, the managers make contracts to purchase specific quantities, which they accept or reject on delivery at the ship's side. Recently, they have acquired some large estates on the southern side of the island, a few miles west of Kingston, for one of which alone they paid £10,000. Here the bananas are grown under irrigation, and they have proved to be some of the finest grown in the island. In the purchase above mentioned, the Boston Fruit Company has had in view the establishment of an independent port of shipment at the entrance to the harbor of Kingston. Directly opposite the town of Port Royal, and some 7 miles down the bay from Kingston, is the settlement of Port Henderson, and the company contemplates the shipment of fruit from this place direct. Connected with the port, will be independent tramways for bringing fruit from the estates in the St. Catherine Parish. By this arrangement, the company will be enabled to avoid contact with the Kingston port of shipment in times of disease, as in the past summer, and will be in a position to handle fruit conveniently and expeditiously.

Messrs. J. E. Kerr & Co. control a number of large independent estates, and there are also one or two smaller fruit companies. Another company has recently been formed to trade from Port Antonio in addition to the Port Antonio Fruit Company, which is located there. Still another, the West Indies Fruit Company, has recently been formed in Philadelphia. A steamer, the *Cayo Mono*, left a week or two ago for New Orleans with fruit in her cargo, and it is announced in the press that an endeavor will be made to build up a trade from Jamaica to that port. I am credibly informed that the *Cayo Mono* was compelled to refuse cargo. Recently, an American schooner left here, carrying fruit to Pensacola, and advices from there stated that the cargo was bringing better prices than were ranging at the time in New York. This refers more particularly to the orange trade.

During the year 1896-97, a company was formed and steamers equipped to experiment in shipping fruit to England. This was due to the complaints of local producers that the American market was practically controlled by the large local establishments, but the experiment was a failure. The fruit was examined on the estates instead of at the ship's side, and was packed in cotton wool and dry banana trash. When nine days at sea, the first cargo was completely ruined, due, it was alleged, to a breakdown in the ventilating machinery. The second cargo arrived at London, but was unfit for consumption, and had to be jettisoned in the English Channel. Signal failure attached to the other cargoes, lawsuits arose between the fruit com-

pany and the owners of the steamers chartered for the trade, and the result was that, in a few months, the experiment was abandoned. Some small quantities of oranges have, however, reached England in good condition, and have attracted favorable notice in the London market; and a few of the Jamaica producers are optimistic enough to believe that there may be a future for this trade. But owing to the length of the voyage (some seventeen days), it is extremely doubtful whether this will ever be realized. In the United States, bananas are free, and the market is entirely with us. No concession will be demanded that may be based upon this item. I append a table showing the values of exports of bananas from Jamaica since the year 1886:

Exports of bananas.

Year.	United Kingdom.	British possessions.	United States.	Other countries.	Year.	United Kingdom.	British possessions.	United States.	Other countries.
1886	£3,229	£2,237	£221,809	£685	1892-93	£1,527	£4,146	£394,799	£42
1887	3,981	864	210,042	194	1893-94	1,991	6,601	519,812	17
1888	112	539	346,553	448	1894-95	1,294	3,218	511,716	24
1889	2,492	1,787	316,004	40	1895-96	1,114	2,993	527,670	35
1890-91	3,877	3,770	524,030	49	1896-97	5,238	1,895	497,660	2
1891-92	2,225	2,698	309,694	56			.		

Oranges.—The second principal article upon which this colony will demand reciprocal concessions is the orange. The exports of this fruit are almost exclusively to the United States. During the past fifteen years, we have taken from 96 to 99 per cent of them. A small trade was cultivated with Canada and Great Britain, but the Florida freeze in 1894 created an increased demand in the American market, and trade has almost completely ceased. From the percentages of $5\frac{1}{2}$ to England and 9.8 to Canada in 1893-94, the exports to these countries have fallen to 0.2 per cent respectively in 1895-96. On the other hand, from an export of about £15,000 (\$72,900) to the United States in 1894, shipments increased in 1894-95 to £47,000 (\$228,420), and in 1895-96, to over £168,000 (\$816,480). In the latter year, the United States took over 100,000,000 oranges, to the value of £168,709 6s. 5d. (\$819,926), representing 99.4 per cent of the total output of the island. In 1896-97, we took slightly over 100,000,000, but the value dropped to £152,000 (\$738,720). The increased cultivation of this fruit within the past few years has been the result of the impetus given to the trade by the failure of the Florida crops, resulting in a better price and increased demand. Greater attention has been paid to the cultivation of the fruit, owing largely to the arrival here of expert orange cultivators who had abandoned their groves in Florida and who directed attention to better methods of picking and packing. Many of the orange cultivators have taken these men into their employ in various capacities, with the most beneficial results. For the first time in the history of the island, oranges have been cultivated in a systematic and scientific manner. The general method has been for the dealers to buy the fruit from the small settlers (largely negroes) off the tree, which produces in its wild state, without any special cultivation. Few, if any, of the large estate owners have regularly established groves, selling the fruit off scattered trees growing wild on their property. Fruit of all sizes and conditions of ripeness was formerly packed together and arrived in the market in poor condition, bringing low prices; but latterly, this fault has been extensively corrected. Owners of large properties have commenced to establish groves, have grafted Florida cuttings, and are giving close attention to

the cultivation of their trees. The fruit is more carefully graded and the packing and picking are better supervised. As a result, the most hopeful views have been entertained for the future of this industry; but the new American tariff has placed quite a check upon it, although the output has not been so seriously reduced as was at first feared. The Jamaica orange, when properly cultivated and carefully graded, picked, and packed, is far superior to any other orange produced. It is thin-skinned and well filled, juicy, with but little pulp, and has a marked and distinctly fine flavor. If increased care is bestowed on its cultivation, there is no reason why, unless placed under unusual restrictions, it should not supersede any other now in the market. The people of Jamaica appreciate this, and are specially desirous of securing favored treatment for their oranges in any reciprocal agreement. The loss by the tariff has not checked the exportation, but has been directly paid by the Jamaica grower in the reduced prices which he gets for his oranges. The average price to the local producer for a barrel of oranges last crop was 3s. 6d. (85 cents), and the exporter took the risk of sending the fruit to the port of shipment, paying freight and charges; but now the exporter, purchasing in the interior, considers the duty in determining the price he will pay for the oranges.

I append a table showing the exports of oranges to the United States since 1886:

Year.	Number.	Value.	Year.	Number.	Value.
		£ s. d.			£ s. d.
1881-82	34,962,966	33,243 6 4	1886-90	31,760,647	34,664 18 1
1882-83	33,490,344	36,839 7 6	1890-91	37,696,360	52,732 18 1
1883-84	40,052,002	56,072 16 0	1891-92	17,119,011	20,602 16 4
1884-85	21,360,792	29,903 2 2	1892-93	20,751,142	31,126 14 4
1885-86	36,977,964	49,920 5 3	1893-94	19,029,906	15,044 17 2
1886-87	40,781,828	56,075 0 3	1894-95	28,995,515	47,117 14 2
1887-88	47,423,642	64,021 18 4	1895-96	96,405,323	168,709 6 5
1888-89	34,354,621	49,814 4 0	1896-97	101,394,875	152,002 6 3

Minor fruits and vegetables.—A small trade has also been developed recently in minor fruits and vegetables. Grape fruit, pineapples, mangoes, shaddocks, etc., have been exported, the total being about £8,000, of which the United States took £7,500. All these fruits grown in Jamaica are specially fine, and if the cultivation is increased, they will no doubt find a wide market in the United States. There is not the slightest doubt that a very profitable trade might and doubtless will be developed in this line. Latterly, the Boston Fruit Company has exported to the United States a few vegetables, such as tomatoes, cucumbers, etc. It is quite likely that a good winter market for vegetables of this class can be developed in the New England States. Probably, no extensive market will be found for them farther south, because they can not well compete with the Southern winter vegetables. In New England, they can be obtained from Jamaica probably as cheap, if not cheaper, than they could from the Southern States, owing to the lessened cost of ocean transportation. I do not see why some attention might not be paid to the cultivation here of strawberries for the winter market. The hillside lands of Jamaica seem suited to their cultivation, the mountain climate being undoubtedly favorable. Some few are grown for private consumption. I have myself seen them cultivated in the same manner in Cuba, and they are most delicious. This island is but five days from the North-

ern market in the United States, and this fruit might be put in there at much less than from the Southern States, owing to the cheaper steamer freight.

Some exportations of limes have recently been made, but it is claimed that there is no market. The fruit can be procured here for almost nothing, owing to the excessive supply. It is so much more desirable than the lemon, having a more pungent and less acid flavor, that one wonders at the lack of demand. If properly pushed, it would seem that the trade could be extended and a market found in the United States, particularly during the summer months.

TOBACCO.

The third product of the island upon which a reciprocal concession will doubtless be asked for is tobacco. The tobacco industry of Jamaica is almost entirely in the hands of Cuban settlers. Many of these, forced here as refugees by the wars in Cuba, took up the cultivation and manufacture of tobacco, seeing the capacity and adaptability of the island in this direction. Many cultivate small plats of land and sell the leaf to the Kingston manufacturers. Attempts have been made to place the product on foreign markets. The tobacco met with success in the London market some years ago, but irregular supplies and fluctuations in quality injured it. Recently, agencies have again been established in London, and there is a prospect of revival. The diminished quantity of Cuban tobacco in the United States, owing to the war, naturally led American manufacturers to look elsewhere for supplies. For the first time, their attention was drawn to Jamaica tobacco. A small trade in Jamaica cigars resulted, and recently some large shipments of leaf tobacco have been made. The Jamaica tobacco is, however, not yet sufficiently well cultivated for use as wrappers. It is too coarse and rough for even locally consumed cigars, being strong and burning irregularly. Sumatra is used for wrappers in the island. I append a table showing the exports of tobacco since 1881. From this, it will be seen that last year over 12,000 pounds of leaf tobacco were sent to the United States. In the previous four years, the export had not reached 400 pounds, and at no time in the whole period had it gone as high as 2,500 pounds, save during 1881-1884, when an effort was made to place the tobacco on the English and foreign markets.

Tobacco—(exports).

Year.	United Kingdom.		United States.		Canada.		Other countries.		Total value ex-ported.
	Quan- tity.	Per cent.	Quan- tity.	Per cent.	Quan- tity.	Per cent.	Quan- tity.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		
1881-82.....	21,763	20.7	2,466	2.3	1,659	1.5	78,693	75.5	£16,412
1882-83.....	2,797	10.1	414	1.4	86	.4	24,534	88.1	14,367
1883-84.....	6,036	51.7	2,048	17.2	375	3.4	3,196	29.4	5,126
1884-85.....	968	13.5	402	5.6	702	9.7	5,092	71.2	3,436
1885-86.....	822	14.3	642	11.2	679	12	3,590	62.5	2,456
1886-87.....	575	9.3	1,457	23.7	45	.8	4,073	66.2	2,160
1887-88.....	1,002	14.3	1,715	24.4	10	.1	4,291	61.2	2,196
1888-89.....	464	10.3	530	11.9	97	2.2	3,398	75.6	2,420
1889-90.....	1,040	23.7	295	6.6	294	6.6	2,764	63.1	3,520
1890-91.....	1,162	9.8	770	6.5	362	3.2	9,554	80.5	5,596
1891-92.....	3,165	16.5	1,136	5.9	443	2.3	14,515	75.3	9,463
1892-93.....	1,469	14	216	2.1	373	3.5	8,441	80.4	5,183
1893-94.....	2,525	17.3	112	.8	464	3.1	11,515	78.8	6,996
1894-95.....	2,732	14.8	191	1.2	1,375	8	14,328	76	9,005
1895-96.....	2,090	13.4	373	2.4	1,083	7	12,054	77.2	7,646
1896-97.....	3,257	7.11	12,088	26.13	1,181	2.56	29,090	64.2	11,863

COFFEE.

An article of export from Jamaica, which has largely fallen off within the last two years, thereby contributing to the depression of the island, is coffee. The bulk of this trade, which was formerly with Great Britain, has, like others, of late years diverged to the United States, showing the general tendency of Jamaica to come into closer commercial relations with our country. The following table of percentages will happily illustrate this fact:

Exports of coffee.

Year.	United Kingdom.	United States.	Other countries.	Year.	United Kingdom.	United States.	Other countries.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
1881-82	62	20.3	17.7	1890-91	44.4	48.2	7.4
1882-83	60.4	17.9	21.7	1891-92	40.4	44.9	14.7
1883-84	37.8	40	22.2	1892-93	29.6	46.2	24.2
1884-85	36.1	38.9	25	1893-94	27.3	47.8	24.9
1885-86	48.2	25.8	26	1894-95	19.5	62.9	17.6
1886-87	32.6	61.8	15.6	1895-96	20.1	59.5	20.4
1887-88	38.6	61.4	10	1896-97	22.4	44.6	33
1888-89	35.7	57.1	7.2		22.63	40.16	37.31

This table shows that, since 1881, the exports to Great Britain have heavily fallen off, while to the United States, they have steadily increased. The greatest impetus was given them by the reciprocity treaty of 1892, and it is a curious commentary that since the falling off of the exports to the United States within the last two years they have not again reverted to Great Britain, but have gone to other countries. The decreased export to the United States can be accounted for in two ways. First, by the heavy influx of Brazilian coffee, which is poorer in quality, but, being cheaper, is more advantageously used for mixing purposes. The Jamaica coffee itself is naturally of excellent quality, but it has failed to meet the demand of the American market, because of the bad methods used in its preparation. It has been imperfectly cured and improperly graded. Like oranges, it has been collected for the most part in small quantities from the country settlers and bagged together promiscuously, with the result that good coffee was mixed with bad and the quality of the entire lot injured. While, however, more expensive than Brazilian coffee, it is not, therefore, better adapted for mixing purposes, and is not of itself of a quality good enough to suit the American market. Of course, there are some grades of coffee here which are quite good. For instance, the Blue Mountain coffee, when collected from certain estates and carefully handled, brings a better price in European markets than any other. Recently, some large exporters have combined and adopted the system of buying the coffee from the small settlers on the trees and curing it at central stations of their own in each district. This will no doubt tend to produce a more carefully graded coffee and secure a better market. The experiment has also been tried of introducing Liberian coffee. The tree is heavier and will grow at a lower altitude. It has been planted in conjunction with bananas, the coffee generally being planted between the fruit stems, in order that the land may be productive during the time the coffee is attaining its growth. The tree seems to thrive, but whether the experiment will be productive of good financial results is yet problematical. The cultivation has chiefly been on irrigated lands.

If Jamaica should fail to enter into a reciprocal agreement, then she might fall under the provisions of the tariff authorizing the President to impose a duty on coffee from nonreciprocal countries. While, therefore, it is ordinarily free, this product would necessarily be considered by British negotiators in any such treaty, and we should naturally expect some reciprocity on that score. I append a table showing the exports of coffee from Jamaica since 1886.

Amount and value of coffee exported.

Year.	Quantity.	Values.	Year.	Quantity.	Values.
	<i>Pounds.</i>			<i>Pounds.</i>	
1886	6,160,928	£199,446	1892-93	10,898,048	£191,055
1887	6,337,744	209,145	1893-94	9,216,816	146,122
1888	11,063,060	321,440	1894-95	10,604,396	187,478
1889	9,475,872	291,388	1895-96	9,451,792	164,600
1890-91	8,476,160	199,197	1896-97	7,490,768	123,212
1891-92	19,296,906	255,738			

RUM.

Perhaps the most famous product of Jamaica is rum. The bulk of the trade has always been with England, owing principally to the fact that the American market does not make any extensive demand for liquor of this character. Probably, the decline of the sugar industry of the island may have been aided somewhat by the production of rum. The local consumption was heavy, the exportations were large, and the Jamaica planter was as much, if not more, interested in the production of a fine grade of rum than in the production of sugar. While, therefore, he devoted attention to the rum industry, he neglected the improvement of his estate to meet the modern requirements of sugar plantations. In recent years, however, the depression in the sugar industry has naturally affected rum, and this has been increased by the use in England of adulterated German rum. I append a table showing the percentage of exports of rum from the island to England and other countries.

Exports of rum, by countries.

Year.	United Kingdom.	United States.	Canada.	Germany.	Other countries.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
1881-82	92.1	1.43	.43	3.12	2.98
1882-83	91.6	1.38	1.49	3.08	3.45
1883-84	88.58	6.05	.63	3.08	2.96
1884-85	85.52	.96	.11	4.77	9.62
1885-86	84.8	1.43	.59	3.61	9.78
1886-87	88.79	2.31	.34	2.69	5.57
1887-88	87.54	1.27	.6	.82	10.27
1888-89	88.44	2.72	.49	.78	7.64
1889-90	84.88	5.97	1.21	.47	7.92
1890-91	88.01	2.74	.41	2.46	6.39
1891-92	84.54	4.91	.83	5.94	3.73
1892-93	90.05	1.60	.89	1.26	6.15
1893-94	81.69	1.99	.65	11.08	4.59
1894-95	82.39	1.58	.62	9.01	6.4
1895-96	83.46	.21	.68	9.55	6.10
1896-97	91.09	.52	.85	5.31	2.73

From this, it will be seen that, in late years, exportations to Germany have increased somewhat. The Germans make an inferior spirit from potatoes and beet, and flavor it with a small quantity of Jamaica rum. This has been sold in the English market as Jamaica rum, and the con-

sequence is that the product has fallen into bad repute, the demand lessened, and the price lowered from 3s. 6d. to about 1s. 6d. per gallon. The price has also been affected by a change in the English tariff. In Mr. Gladstone's last administration, a protective duty of 4 pence per gallon was imposed on foreign rums, but this has been repealed, and the repeal, coming in conjunction with and increasing the import of the adulterated article, handicapped the Jamaica producer unduly. In addition, there followed an increased internal tax on rum in Jamaica, imposed some three years since, reducing the local consumption. From a consumption of 411,000 gallons in 1891, it fell to less than 300,000 gallons in 1896. Were it not for this duty, the exportation of Jamaica wines and cordials, such as rum shrub, pimento dram, cashew wine, orange wine, peppermint, ginger wine, aniseed, anisow, and the like, might be encouraged; but under this internal tariff, no drawback is allowed on spirits used in their manufacture, unless a quantity of 100 gallons be exported at one time. I append a table showing the exports of rum from the island since 1886.

Amount and value of rum exported.

Year.	United Kingdom.	United States.	British possessions.	Other countries.	
				Quantity.	Value.
	<i>Puncheons.</i>	<i>Puncheons.</i>	<i>Puncheons.</i>	<i>Puncheons.</i>	
1886.....	125,020	212	230	1,862	£184,545
1887.....	21,423	568	223	1,872	301,574
1888.....	16,731	258	242	1,473	202,420
1889.....	12,160	374	223	991	137,492
1890-91.....	14,026	437	249	1,224	199,197
1891-92.....	14,421	858	826	1,460	255,736
1892-93.....	15,364	262	389	927	191,055
1893-94.....	11,999	291	243	2,139	146,122
1894-95.....	16,119	309	433	2,701	187,478
1895-96.....	15,671	413	266	2,439	164,600
1896-97.....	14,978	86	287	1,075	123,212

Very little of the trade is with the United States, and it is not probable that the product will enter into consideration in any reciprocal agreement. There is probably no spirit of this character which can equal the Jamaica product, but the rum made in New England seems quite sufficient in quantity and quality to meet the American demand.

DYEWOODS.

Formerly, the principal export of dyewoods from Jamaica was to Great Britain, but, as in other articles, the extension of this trade in the American market has been notable. In 1895-96, the exports to the United States increased vastly over previous years, while to Great Britain they decreased. But in this industry, too, the island is undergoing a period of heavy depression. The sugar planter, in the days of his prosperity, looked upon logwood as merely an adjunct, producing an income to pay minor expenses, but of late years, during the decline of the sugar industry, he has found it an important factor in obtaining means for the payment of his debts. The result was that there were heavy drains on the production of the island, increased exportations were made, the tree was not properly cultivated or cared for, and instead of shipments of select and mature woods, as in former days, they have consisted of late in no small degree of immature straight wood and inferior roots. The negro laborer is sent into the bush to cut down and chip out any and every character of tree that can be utilized, no matter to what extent, as dyewood. In addition to this, the heavy exports of dyewoods from Haiti, Mexico, and Central

America, together with the increased use of aniline dyes, have lowered the price of the Jamaica product materially, while the large drain of previous years on the production has also helped to decrease the export.

Another factor in regard to this product is the development of an industry which is likely to have some effect on the trade of the United States with this island. A few years since, two Swiss chemists arrived in Jamaica after an extended tour in the logwood-producing countries of the West Indies and Central America. After negotiations, they established works for the manufacture of dye extracts. Their principal station is near Spanish Town, and the industry is in active operation. It is known as the West Indies Chemical Works, Limited. The advantages of the American market have so commended themselves to this company that it has recently directed most of its attention to that country and has opened an agency in New York. Every effort is being made to push trade in the United States, and so far with such success that the company is gradually withdrawing from its English connections. The dyes are manufactured after a process of its own. It may be well to observe in this connection that molasses forms a component part of the dye, and it is a curious fact brought to my attention that molasses has been imported from Germany by this company cheaper than it can be bought here.

I append a table showing the exportations of dyewoods in tons and percentages to Great Britain, United States, and other countries, and the total values.

Exports of dyewoods.

Year.	United Kingdom.		United States.		Other countries.		Total values.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		
1881-82	24,884	74.5	4,357	13.2	4,128	12.3	£100,327
1882-83	28,588	86.3	475	1.4	4,046	12.4	108,094
1883-84	41,961	89.9	737	1.5	4,026	8.6	100,580
1884-85	43,898	75.4	2,862	5	11,267	19.6	140,070
1885-86	40,300	61.9	5,521	8.5	19,249	29.5	158,498
1886-87	29,765	47.2	9,208	14.6	24,141	38.2	194,860
1887-88	50,813	49.1	19,867	19.2	33,109	32.1	304,076
1888-89	59,851	51.4	27,436	23.6	28,537	24.6	380,780
1889-90	29,831	49.6	8,067	13.4	23,266	37.1	379,789
1890-91	57,823	52	22,121	20	30,861	28	387,024
1891-92	37,230	42.6	22,666	26	27,376	31.4	306,425
1892-93	40,481	40.9	22,436	22.6	36,131	36.4	356,732
1893-94	47,930	48.4	15,933	16.1	35,206	35.5	481,344
1894-95	36,064	46	17,224	22	24,894	32	349,084
1895-96	37,155	43.4	25,198	29.4	23,223	27.2	323,323
1896-97	17,790	43.52	7,506	16.36	18,397	40.13	166,901

From this, it will be seen that, while in 1881-82, Great Britain took 74.5 per cent of the dyewoods of Jamaica, and in 1883-84, 89.9 per cent, in 1895-96, she took but 43.4 per cent, while the exportation to the United States rose from 13.2 per cent in 1881-82 to 29.4 in 1895-96.

COCOANUTS.

Recent years have shown a large and steady increase in the exports of cocoanuts to the United States, while the exports to the United Kingdom have fallen off to comparatively nothing. The principal exporters are the Boston Fruit Company. In 1881-82, the United States took 62.6 per cent of the entire exportations, while Great Britain took 35.2. In 1896-97, they took 96.53 and 2.6, respectively. I append a table of quantities and percentages of this export. In recent years, there has also been some exportation of the cocoanut husks, the fiber

of which is used in making brushes, brooms, door mats, etc. The fiber of the cocoanut husk has come to have some marketable value for these purposes, and within the past few months, two Americans have been examining the expediency of establishing a factory for the manufacture of this fiber into various articles. The special use to which these husks are put in Jamaica is in the polishing by hand of hardwood waxed floors. They are admirable for this purpose, and some enterprising business man could no doubt import them in quantity, manufacture handles, and introduce them as floor and hardwood polishers. The exportation of cocoanut husks has been fragmentary and inconsiderable.

Exports of cocoanuts.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Total value.
	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.	
									£ s. d.
1881-82	974,702	35.2	1,738,788	62.6	29,340	1.5	22,825	0.7	10,225 2 6
1882-83	1,180,870	31.5	2,556,303	68.2	4,500	.1	8,580	.2	14,406 19 6
1883-84	1,716,610	31.6	3,686,586	67.7	9,200	.2	27,835	.6	20,670 19 4
1884-85	1,778,128	34.8	3,270,769	63.9	27,900	.5	39,080	.8	17,907 11 0
1885-86	710,675	19.1	2,822,246	78	21,922	.6	86,884	2.3	12,648 10 8
1886-87	691,088	28.8	1,687,447	70.4	10,200	.4	10,990	.4	12,008 4 0
1887-88	1,494,708	25.8	4,871,825	74	8,965	.2	33,746	.5	9,075 17 8
1888-89	731,400	15.2	4,088,375	84.4	5,625	.2	6,215	.2	20,583 19 4
1889-90	141,510	4.4	2,993,167	66.7	51,420	1.6	9,141	.3	14,235 13 1
1890-91	775,857	9.1	7,737,678	90.4	28,946	.3	14,137	.2	12,471 14 6
1891-92	420,220	5.8	7,401,401	94.2	15,950	.2	18,085	.3	27,817 12 0
1892-93	172,844	2.5	6,729,304	96.4	65,100	.9	14,240	.2	28,422 12 10
1893-94	231,840	2.5	8,802,170	96.9	116,410	1.8	21,427	.3	24,462 19 4
1894-95	220,693	2.6	9,804,040	98.6	73,800	.6	29,967	.2	36,770 3 9
1895-96	175,041	1.8	8,916,900	94.8	225,506	3.2	66,006	.7	37,768 16 1
1896-97	306,371	2.6	11,380,809	96.53	105,700	.8	9,844	.07	35,408 13 5

PIMENTO OR ALLSPICE.

Pimento is shipped principally to the United States, though formerly, as in other products, three-fourths of the trade was with Great Britain. The effect of the reciprocity treaty on this export was quite marked. It is one of the staple productions of the island, but, like others, has not been systematically cultivated. It seems, however, to require less cultivation, and the natural production is quite heavy, as illustrated by the annexed table of exports:

Exports of pimento.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Total values.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Cwt. gr. lbs.</i>		<i>Cwt. gr. lbs.</i>		<i>Cwt. gr. lbs.</i>		<i>Cwt. gr. lbs.</i>		
1881-83	57,498 0 9	75.6	16,730 0 26	21.9	153 0 5	0.3	1,632 0 13	2.2	£112,816
1882-83	67,618 3 7	79.2	15,019 3 19	17.6	614 1 26	.7	2,084 0 22	2.5	102,677
1883-84	85,588 0 14	77.4	18,502 1 23	16.7	785 0 11	.8	5,001 1 7	5.1	98,735
1884-85	70,340 2 2	73.7	18,215 3 1	19.1	108 3 4	.1	6,700 0 18	7.1	58,799
1885-86	35,824 3 12	58.1	25,080 1 8	40.6	508 0 25	.8	268 0 18	.5	46,692
1886-87	43,931 3 19	67.1	17,529 0 26	26.7	100 8 17	.3	3,835 1 14	5.9	45,843
1887-88	51,075 0 0	76.7	14,174 0 27	21.3	29 0 15	.1	1,281 0 16	1.9	44,746
1888-89	21,298 3 9	46.1	24,507 1 17	53.1	94 0 12	.2	311 2 11	.6	47,810
1889-90	25,067 2 21	63.6	10,065 2 19	28.3	91 3 5	.3	2,850 2 1	7.8	73,884
1890-91	54,495 1 25	60.2	29,770 0 13	33.1	201 0 23	.2	5,896 0 6	6.5	81,375
1891-92	25,067 2 24	39.4	31,998 2 26	50.2	719 3 17	1.1	5,944 0 23	9.3	50,946
1892-93	23,808 0 10	34.1	31,401 1 0	45.1	751 3 16	1	13,790 2 11	19.8	50,491
1893-94	87,753 3 24	42.9	31,437 1 2	35.8	873 3 10	1.1	17,691 0 12	20.2	76,784
1894-95	25,536 0 22	30.2	41,661 0 17	49.7	508 0 3	.6	16,449 3 20	19.5	83,954
1895-96	20,856 0 10	31.6	44,537 2 16	45.7	179 1 5	1.1	20,973 3 15	21.6	90,043
1896-97	40,305 2 19	41.4	29,088 1 15	29.1	481 3 16	.5	29,725 3 2	29	77,152

GINGER.

The superior character of Jamaica ginger has been recognized for years. Some pessimistic views are now entertained as to its future, and fears of its total extinction are openly expressed. It is cultivated exclusively by the small settlers, requiring almost virgin soil and rapidly exhausting the most prolific. The ground available for its cultivation is not extensive, though in the hands of large proprietors there are vast uncleared and uncultivated acreages. Recently, experiments have been made with fertilizers under Government aid, but the result has not yet been fully demonstrated.

Some small shipments of the roots for propagating purposes have been made to Mexico and other countries, and orders have been placed for a shipment to Nicaragua. Cultivation at other points has no doubt helped to hinder an increased export in the past few years.

Formerly, the trade was mostly with Great Britain, but in recent years the United States has fairly divided the exports with the former. The appended table shows the history of the trade for the past fifteen years. Owing to the failure of the lands, the crop for 1896-97 was much reduced.

Exports of ginger.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	Cwt. qr. lbs.		Cwt. qr. lbs.		Cwt. qr. lbs.		Cwt. qr. lbs.		
1881-82.....	3,617 0 5	80.9	1,788 0 2	30.1	470 2 14	8	56 2 7	1	£11,067
1882-83.....	4,306 0 8	57.5	2,175 3 3	29.1	944 0 26	12.7	49 0 16	.7	16,817
1883-84.....	4,231 0 10	84.8	6,478 2 10	53.4	1,817 2 23	10.9	109 1 18	.9	20,178
1884-85.....	7,920 2 23	64.3	8,741 0 4	30.4	570 0 22	4.6	81 0 22	.7	20,166
1885-86.....	5,538 1 5	56.7	4,538 1 21	39.3	459 1 10	3.9	9 3 26	.1	21,688
1886-87.....	6,327 8 4	63.7	3,499 0 6	35.1	60 1 13	.7	49 2 55	.5	17,788
1887-88.....	6,743 0 3	65.9	3,275 0 4	32.3	102 0 20	.9	101 3 14	.9	19,460
1888-89.....	5,640 2 17	63	2,996 1 4	33.5	277 1 1	3.1	38 0 7	.4	18,613
1889-90.....	2,371 2 20	47.9	2,574 8 27	52			2 0 26	.1	11,133
1890-91.....	7,367 1 12	67.7	3,418 1 11	31.9	26 1 20	.2	23 2 6	.2	24,481
1891-92.....	5,674 2 17	53.3	7,346 1 20	45.2	200 0 17	1.2	49 1 13	.3	40,660
1892-93.....	6,381 3 5	46.7	7,127 0 18	52.3	101 0 25	.8	21 3 0	.2	27,222
1893-94.....	6,807 0 5	45.6	7,557 3 26	50.6	516 2 15	3.4	50 2 8	.4	44,794
1894-95.....	7,739 0 10	49.9	7,599 0 14	48.8	161 1 22	1.1	34 1 22	.2	44,573
1895-96.....	9,354 3 18	53.4	7,964 0 10	45.5	50 3 26	.3	136 0 4	.8	30,327
1896-97.....	6,325 2 11	57.6	4,609 0 15	41.8	18 3 26	.3	40 0 11	.3	33,059

COCOA.

This product also is chiefly in the hands of the small settlers. Little care is paid to curing, and it brings but a low price in the market. Of late, some of the larger proprietors, especially on the north side, have taken up its cultivation, and with better methods more favorable results may be looked for. Agriculturally, there is no reason why Jamaica should not grow as good cocoa as Trinidad, whose product now outclasses the Jamaican; but the trade requires to be built up, by putting in the market only well-cured and good varieties. Cocoa is largely grown in conjunction with coffee, and there is probably no climate on this hemisphere better adapted to it than Jamaica.

The same causes of depression are applicable to both—indifferent cultivation and handling. The annexed statement will show the exports since 1881.

Exports of cocoa.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Cwt. qr. lbs.</i>		<i>Cwt. qr. lbs.</i>		<i>Cwt. qr. lbs.</i>		<i>Cwt. qr. lbs.</i>		
1881-82.....	1,133 1 2	78.7	35 3 17	2.4	-----	-----	272 1 15	18.9	£3,228
1882-83.....	2,322 3 18	97.3	8 3 0	.4	-----	-----	54 1 13	2.3	5,078
1883-84.....	3,387 0 5	84.3	270 3 24	6.9	48 0 16	1.2	304 2 22	7.6	8,995
1884-85.....	2,108 0 23	69.6	415 2 5	13.7	105 2 0	3.5	399 0 14	13.2	6,356
1885-86.....	2,528 2 1	65.6	435 0 18	11.2	96 1 21	2.5	795 0 9	20.7	9,732
1886-87.....	2,879 3 9	83.4	190 2 14	5.2	-----	-----	322 1 18	11.4	8,422
1887-88.....	3,417 8 12	72	665 0 10	14.7	7 0 26	.1	620 3 14	13.2	8,629
1888-89.....	3,677 0 5	70.1	633 3 3	12.1	551 2 19	10.5	386 1 20	7.3	10,590
1889-90.....	3,668 3 3	54.8	320 2 19	19.8	48 2 18	2.5	365 2 24	22.9	3,651
1890-91.....	3,676 2 12	49.5	1,485 0 7	20.1	156 0 15	2.1	2,090 3 18	28.3	14,436
1891-92.....	3,683 0 15	67.1	193 1 8	3.5	164 3 14	3.1	1,443 3 6	26.3	12,329
1892-93.....	5,355 0 15	63.1	515 1 0	6.1	756 2 2	8.8	1,668 1 2	22	21,236
1893-94.....	6,190 2 18	60	1,553 2 15	15.1	406 1 8	4	2,159 2 12	20.9	27,047
1894-95.....	5,025 0 5	53.9	3,103 0 24	33.2	214 0 12	2.3	991 2 2	10.6	20,534
1895-96.....	4,184 1 9	40.5	5,300 1 27	51.4	209 1 16	2.1	616 1 15	6	17,525
1896-97.....	2,795 1 9	30.6	2,736 0 11	30.3	169 1 0	1.8	3,426 9 2	37.3	16,269

ANNOTTO.

Still another product of Jamaica capable of extensive development is annatto, used for dyeing purposes. It is employed as coloring matter for butter, cheese, oleomargarine, etc., and is substituted for ochre in dyeing calico, silk, wool, skins, feathers, ivory, bone, and the like. It is a fast color of a delicate tint. The tree is of a small, shrubby character, growing from 6 to 8 feet high, with heart-shaped leaves, and bearing at the ends of the branches loose bunches of rose-colored flowers. The fruit consists of miter-shaped capsules, covered with soft spinules, and splitting into two halves, on the inside of which are attached from 30 to 40 seeds, covered with a thin coating of reddish waxy pulp, called botanically the "testa." The preparation of the seeds is simple. After being gathered, they are put into a tub and boiling water thrown over them, the mass being frequently stirred to wash the waxy "testa" from the seeds. After some days, it is passed through a sieve and the liquor is left a week to ferment. The clear water is then decanted off and the deposit dried in shallow pans in the sun. When of the consistency of putty, it is molded into rolls or squares, wrapped in banana leaves, and becomes the annatto of commerce. Brazil and Guadeloupe are the chief exporters. The product is not cultivated in Jamaica, and the demand is always greater than the supply. The appended table shows the exports, which are chiefly to the United States. The excessive exports of 1896-97 over those of the previous year form the basis of a newly developed trade with Germany and Denmark. The general trade has made rapid strides in recent years.

Exports of annatto.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		
1881-82.....	10,430	7.1	136,514	92.9	-----	-----	-----	-----	£2,307
1882-83.....	10,171	7.7	120,497	91.8	250	0.2	370	0.3	1,362
1883-84.....	11,071	4.8	244,085	95.6	-----	-----	100	.1	3,189
1884-85.....	23,642	8.2	264,545	91.8	-----	-----	-----	-----	3,601
1885-86.....	13,622	3.7	362,798	95.5	199	.1	2,665	.7	7,691
1886-87.....	19,590	5.5	344,079	94.5	-----	-----	-----	-----	6,080
1887-88.....	5,488	1.1	518,941	98.9	-----	-----	-----	-----	3,563
1888-89.....	40,210	3.8	410,585	95.1	5,079	1.1	-----	-----	3,897
1889-90.....	12,040	2.8	413,420	97	140	.1	601	.1	3,451
1890-91.....	39,459	7.7	445,580	87.1	28,761	5.2	-----	-----	4,264
1891-92.....	3,202	.7	465,568	97.5	7,965	1.8	-----	-----	3,971
1892-93.....	8,879	2.7	312,317	94.9	8,077	2.4	-----	-----	2,752
1893-94.....	13,927	3.2	420,819	96.5	781	.2	400	.1	2,620
1894-95.....	2,825	.9	311,761	99	-----	-----	450	.1	2,210
1895-96.....	2,689	.6	422,463	96.5	-----	-----	12,897	2.9	3,188
1896-97.....	6,088	1.3	411,935	79.3	-----	-----	100,993	19.4	4,324

CATTLE RAISING.

The effects of the decline in sugar have ramified into various other pursuits. Money has become scarcer, and thousands of laborers have been thrown out of employment. A sugar estate puts more money into circulation than any other industry in the colony. For instance, a sugar estate expending £2,000 per annum if converted into a cattle pen would expend only about £200. Where 204 men would be employed in one case, only 20 would be in the other. The cost of labor per acre of sugar is estimated at £10; for bananas, £5. One of the industries which will suffer by the decline of sugar is that of pen keeping. This has been, and is for the most part, dependent almost entirely on the sugar industry. The pen keeper has found his market on the sugar estate, where his cattle were used for working purposes. The principal outlet having failed, the demand has decreased, and the price of cattle has fallen so low as to make their raising unprofitable. Some large proprietors here have introduced fine grades of cattle, including the Hereford. The Hon. E. Ellis and Lord Malcolm, of Poltulloch, have two large stock pens, which are the admiration of tourists—Montpelier and Knockalva—particularly for the Zebu and Mysore cattle bred there. Within the past few months, an experiment has been made in the exportation of several small cargoes of cattle to Cuba, but without much success, though no doubt with the return of peace to Cuba and the consequent rehabilitation of the island, this could be developed into a most profitable traffic, for a period at least. Some effort has been made recently to protect the home market for the pen keeper, but this will be adverted to under the importation of cattle in this report.

HIDES.

The hides exported from Jamaica are chiefly goatskins. One is struck in traveling through Jamaica by the herds of goats. No negro hut in the island could present a natural appearance without its complement of goats. Even the streets of the towns are not free from them. Like the donkey of Jamaica, they are here, there, and everywhere, wherever the poor man has his habitation, costing nothing to maintain. The exports have steadily increased, but their channels have fluctuated somewhat. By far the largest proportion (75 per cent)

goes to Canada. It would seem that the breeding of goats for their hides on some of the waste lands of the island would not be an unprofitable source of revenue. The appended table will show the course of trade. Recently, an effort has been made to improve the breed of the native goats by the introduction of the Angora variety. The experiment has not yet had time to show definite results, but if successful, would prove of great advantage to the small settler class.

Export of hides.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		
1881-82.....	24,823	10.1	13,969	5.5	171,780	70	35,197	14.4	£4,907
1882-83.....	32,694	10.1	15,179	4.7	239,833	74.4	24,320	10.8	6,719
1883-84.....	49,466	12.8	25,942	7.4	183,780	48	110,690	30.8	8,968
1884-85.....	111,284	29.6	42,855	11.4	82,657	22	139,451	37	9,406
1885-86.....	73,736	25	53,975	17.9	143,780	48.8	24,434	8.8	7,631
1886-87.....	99,235	28.6	72,053	24.4	50,711	17.1	73,620	24.9	7,390
1887-88.....	161,490	58.1	74,150	26.6	19,900	7.2	22,288	8.1	5,836
1888-89.....	78,480	30.1	15,661	7.1	6,822	2.7	156,598	60.1	6,514
1889-90.....	5,840	4	21,202	14.6	2,360	1.6	116,175	79.8	3,630
1890-91.....	65,559	25.8	32,012	12.9	37,986	14.9	118,025	46.4	4,242
1891-92.....	126,319	52.6	59,518	23	845	3	62,285	24.1	5,244
1892-93.....	6,974	3	114,049	38	136,820	45.6	40,011	13.4	3,747
1893-94.....	29,670	9.8	54,511	18.3	187,725	62.9	26,661	9	3,727
1894-95.....	5,394	2	53,222	19.1	199,063	71.6	29,320	7.3	2,605
1895-96.....	11,221	3.2	32,946	9.3	285,996	75.4	42,909	12.1	3,308
1896-97.....	15,439	4.7	7,204	2.2	226,133	81.3	6,166	11.8	4,398

HARD WOODS.

One of the most interesting productions of the island, and one that can be made the source of profit, is that of hard woods for furniture and decorative purposes; such as mahogany, ebony, lignum-vitæ, mahoe, yacca, bay wood, satin wood, etc.

Very little has yet been done in the exportation of these woods, but if their systematic cutting and curing were undertaken there would be hardly any limit to the variety of the production. Herewith, will be found tables showing the extent of the exports:

Exports of hard woods.

EBONY.

Year.	Value.		Great Britain.		United States.		Other countries.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1896-97	1,443	18 0	1,204	13 0	17	2 0	214	3 0
1895-96	0	18 0	0	18 0				
1894-95	57	18 0	57	18 0				
1893-94	111	14 0	109	14 0			2	0 0
1892-93	292	8 0	293	8 0			24	0 0
1891-92	640	6 6	604	17 6	31	19 0	3	10 0
1890-91	1,375	8 3	1,056	16 6	304	4 9	9	7 0

LIGNUM-VITÆ.

1896-97.....	2,762	8 0	1,478	0 0	62	0 0	1,222	8 0
1895-98.....	671	8 9	456	10 0			214	18 9
1894-95.....	440	2 6	274	1 0			126	1 6
1893-94.....	1,029	0 0	601	13 0	227	17 0	299	10 0
1892-93.....	820	7 0	643	10 0			176	17 0
1891-92.....	440	18 9	167	16 3	93	15 0	179	7 6
1890-91.....	461	0 6	236	3 9	47	5 0	182	11 9

Exports of hard woods—Continued.

MAHOE.

Year.	Value.	Great Britain.	United States.	Other countries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1898-94	3 5 0	3 5 0		
1899-91	322 0 0	322 0 0		

MAHOGANY.

	20 0 0	20 0 0		
1898-97	20 0 0	20 0 0		
1899-94	4 3 4		4 3 4	
1891-92	97 10 0	97 10 0		
1899-91	10 0 0	10 0 0		

SAPPON WOOD.

	6 5 9	6 5 9		
1898-97	6 5 9	6 5 9		

SATIN WOOD.

	788 5 0	729 15 0	38 10 0	
1898-97	788 5 0	729 15 0	38 10 0	
1899-94	135 4 0	106 16 0	29 8 0	
1891-92	37 16 0	37 16 0		
1899-91	685 12 0	685 12 0		
	976 8 0	976 8 0		
	874 4 0	874 4 0		
	1,274 10 0	1,214 10 0	60 0 0	

PIMENTO.

	4 0 0			4 0 0
1891-92	4 0 0			4 0 0
1899-91	1 15 0		1 15 0	

PLUM.

	3 15 6	3 15 6		
1898-94	3 15 6	3 15 6		

CEDAR.

	189 0 0		189 0 0	
1891-92	189 0 0		189 0 0	

In bitterwood, the trade is small, and principally with Great Britain. The exports have fallen off considerably, and during the past two years but little has been done. The table below of exports and percentages will show its extent since 1881:

Exports of bitterwood.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	Tons.		Tons.		Tons.		Tons.		
1881-82	106	71.6	21	14.2			21	14.2	£253
1882-83	1,440	79.3	326	18.1			49	2.6	3,533
1883-84	66	33.8	70	35.9			59	30.3	271
1884-85	309	96.7	4	1.3					499
1885-86	50	66.6	12	16			13	17.4	120
1886-87	30	43.5	19	27.6			20	28.9	110
1887-88	148	67.9	8	3.7			62	28.4	311
1888-89	578	88.9	50	7.7			22	3.4	1,255
1889-90	73	70.9	30	29.1					205
1890-91	815	87.6	115	12.4					1,847
1891-92	925	82.9	123	11			69	6.1	2,240
1892-93	1,556	83.6	267	14.3			38	2.1	4,185
1893-94	2,240	88.9	148	5.9			131	5.2	6,376
1894-95	1,115	88.3	73	5.8			74	5.9	2,452
1895-96	741	80.2	113	12.2			70	7.6	2,178
1896-97	963	85.20	20	1.77	11	.96	134	12.05	2,540

In lancewood spars, also, the trade has fallen off, though it is much more extensive than that in bitterwood. It is practically all with the United Kingdom. Appended table shows exports and percentages from 1881-82:

Exports of lancewood spars.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Number.</i>		<i>Number.</i>		<i>Number.</i>		<i>Number.</i>		
1881-82....	9,188	86.1	1,499	13.9	.....	.....	.....	.....	24,002
1882-83....	15,747	99.7	52	.3	.....	.....	.....	.....	4,739
1883-84....	11,919	100	.....	.....	.....	.....	.....	.....	3,553
1884-85....	6,685	100	.....	.....	.....	.....	.....	.....	2,005
1885-86....	7,425	100	.....	.....	.....	.....	.....	.....	3,083
1886-87....	11,346	98.8	140	.2	.....	.....	.....	.....	4,594
1887-88....	7,921	100	.....	.....	.....	.....	.....	.....	2,383
1888-89....	8,062	100	.....	.....	.....	.....	.....	.....	2,821
1889-90....	12,034	100	.....	.....	.....	.....	.....	.....	3,610
1890-91....	25,790	98.2	.....	.....	.....	.....	1,020	3.6	7,737
1891-92....	14,128	99.2	80	.6	37	.2	.....	.....	4,202
1892-93....	26,922	100	.....	.....	.....	.....	.....	.....	6,790
1893-94....	9,107	99.3	66	.7	.....	.....	.....	.....	2,522
1894-95....	11,058	95.3	540	4.7	.....	.....	.....	.....	3,499
1895-96....	16,077	99.8	.....	.....	1	.1	30	.1	4,220
1896-97....	44,920	99.4	202	.6	.....	.....	.....	.....	13,566

MINOR PRODUCTS.

Other minor products of Jamaica have been exported in small quantities. These include lime juice, honey and beeswax, and turtle, the exports of which are shown in tables below. Lime juice goes principally to Great Britain, but the methods of concentration are primitive and the quantity exported therefore small. There should be opportunity for American enterprise on a small scale in this line. Turtles, both alive and in the form of extracts, etc., go principally to London. This is but a small industry, and is chiefly in the hands of one or two proprietors. The fishers are located principally in the Cayman Islands, and they bring their cargoes in schooners from off the Nicaraguan coast. The turtles are kept alive in salt water crawles until disposed of. They are of a most desirable variety and large in size.

The honey trade is quite inconsiderable, but latterly some effort has been made to take care of bees and hive them properly, and thereby build up a small industry. There is no reason why the extensive hiving of bees should not be done here.

Exports of lime juice.

Year.	United Kingdom.		United States.		Canada.		Other countries.		Value.
	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	Quantity.	Per cent.	
	<i>Gallons.</i>		<i>Gallons.</i>		<i>Gallons.</i>		<i>Gallons.</i>		
1881-82....	63,661	80.8	11,769	14.9	3,390	4.3	.....	.....	23,881
1882-83....	963,407	74.3	8,080	6.1	25,304	19.5	30	0.1	5,690
1883-84....	55,893	87.8	6,420	10.1	1,172	1.8	150	.3	2,378
1884-85....	52,962	96.4	1,272	2.3	700	1.3	.....	.....	2,053
1885-86....	102,366	79.3	13,465	10.4	13,155	10.2	100	.1	5,374
1886-87....	85,421	88.8	7,309	7.5	3,522	3.7	.....	.....	3,205
1887-88....	72,272	84.1	4,510	5.2	9,151	10.6	30	.1	2,910
1888-89....	53,960	69.4	11,228	14.4	11,453	14.7	1,114	1.5	3,248
1889-90....	15,347	77.4	1,472	7.4	1,622	8.2	1,385	.7	766
1890-91....	44,495	82.6	9,282	17.2	110	.2	.....	.....	2,205
1891-92....	71,118	80.9	36,088	32.6	6,999	6	580	.5	4,841
1892-93....	79,428	62.7	28,506	23.7	16,317	13.6	.....	.....	5,009
1893-94....	59,278	57.2	42,874	41.4	1,450	1.4	.....	.....	4,353
1894-95....	68,199	76.8	14,579	16.4	4,672	5.3	1,380	1.5	3,642
1895-96....	110,569	86.1	9,794	7.6	7,511	5.8	649	.5	4,817
1896-97....	119,361	90.1	8,534	6.4	4,667	3.5	.....	.....	4,971

Exports of beeswax and honey.

Year.	United Kingdom.			United States.			Canada.			Other countries.						
	Value.	Per cent.		Value.	Per cent.		Value.	Per cent.		Value.	Per cent.					
1881-82	£ 8,904	s. 3	d. 8	98.5	£ 204	s. 6	d. 0	1.4	£ 1	s. 4	d. 0	0.1	£ 15	s. 8	d. 0	0.8
1882-83	5,708	9	8	98.2	93	15	10	1	38	1	11	.3	108	16	6	2.6
1883-84	5,282	11	5	92.9	625	10	5	4.3	50	1	11	.3	60	14	0	1.3
1884-85	7,538	18	5	97.3	170	14	0	1.2	5	12	2	.2	7	2	10	.2
1885-86	8,053	17	5	99.7	20	6	0	.1	3	8	0	.1	81	4	3	.6
1886-87	7,938	9	4	97.1	53	7	0	1.6	51	16	0	.5	3	8	0	.2
1887-88	6,087	19	6	98.2	75	11	6	1.6	0	5	4	.05	0	15	4	.05
1888-89	5,614	0	0	90.8	384	18	11	9.1	0	5	4	.05				
1889-90	2,327	8	5	97.5	38	7	6	2.5	5	0	0	.2	173	14	3	3.5
1890-91	5,939	13	5	93.7	323	2	0	2.6	1	2	6	.1	229	3	0	1.6
1891-92	6,211	13	5	84.2	1,055	17	11	14.1	25	9	0	.2				
1892-93	7,181	3	3	88.2	776	8	2	11.6	33	0	0	.1	69	0	3	.6
1893-94	9,051	8	1	95.4	517	15	4	3.9	2	17	1	.1	4	10	8	.1
1894-95	8,961	8	3	94.4	373	15	2	5.4	7	8	2	.1	1	9	5	.1
1895-96	6,412	17	5	71.1	2,076	10	11	26.7					22	2	0	.2
1896-97	7,238	3	5	28.4	1,984	1	7	21.4								

Exports of turtle.

Year.	United Kingdom.			United States.			Canada.		Other countries.		
	Value.	Per cent.		Value.	Per cent.		Value.	Per cent.	Value.	Per cent.	
	£	s.	d.	£	s.	d.	£	s.	£	s.	d.
1881-82	2,701	7	6	99.8					2	0	0
1882-83	5,088	5	0	97.56	10	0	0.19		117	0	0
1883-84	4,688	9	3	99.9					1	10	0
1884-85	4,593	2	1	99.6	4	10	.08		14	5	0
1885-86	7,168	8	0	99.64	6	12	.08		19	0	0
1886-87	6,509	14	0	99.74	17	0	.26				
1887-88	6,037	10	1	100							
1888-89	7,751	13	0	96.62	271	12	3.38				
1889-90	4,384	17	0	95.16	217	10	4.7		6	12	0
1890-91	4,247	11	0	91.9	372	15	8.07		1	0	0
1891-92	6,346	4	10	92.53	513	5	7.47				
1892-93	4,708	15	8	88.78	594	13	11.21		1	0	0
1893-94	4,711	4	9	86.3	748	7	13.7				
1894-95	4,513	1	0	88.2	552	3	10.8		50	12	0
1895-96	6,628	4	6	97.8	150	0	2.2				
1896-97	5,924	12	0	99.96					1	0	6

IMPORTS.

After disposing of the exports of the island, we come to the far more important consideration of the imports, and as the principal importations from the United States are breadstuffs, provisions, and lumber, they naturally first demand attention. Before considering these articles, however, in detail, I append a table showing the importation of food stuffs in bulk since 1886, from which it will be seen that the largest proportion comes from the United States. Canada (under the head of British Possessions) comes in for a fair share of the trade, and while she quite maintained her position last year, there was a heavy falling off in the imports from the United States. During the year 1896-97, of live animals, food, drink, and narcotics, the proportion drawn from the United Kingdom was £162,473 (\$789,618), or 21 per cent; from the United States, £432,142 (\$2,100,210), or 57 per cent, and from all other countries, £164,804 (\$800,947), or 22 per cent. As against this, in manufactured goods the United Kingdom claimed 69 per cent; the United States, 28 per cent; Germany, 1.5 per cent, and all other countries, 1.5 per cent. The English trade in this direction has increased at the expense of the American in 1895-96, the figures being, United Kingdom 63.8 per cent and the United States 33.9 per cent.

The following is the table referred to:

Imports of food stuffs.

Year.	United Kingdom.			British Possessions.			United States.			Other countries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886	50,007	3	4	168,287	8	11	319,831	2	5	1,010	2	0
1887	69,232	19	4	124,252	1	4	301,526	13	2	1,074	18	7
1888	84,368	2	1	131,180	15	4	321,877	0	10	763	6	1
1889	88,084	6	10	152,886	15	4	332,767	3	4	819	1	4
1890-91	134,570	15	1	163,912	7	8	315,764	1	10	1,936	8	2
1891-92	90,427	8	0	187,768	15	4	407,206	2	6	1,966	1	6
1892-93	97,897	4	6	197,216	16	5	396,751	7	0	1,647	8	5
1893-94	100,604	15	6½	196,782	19	11½	395,822	12	5	1,863	4	8
1894-95	100,642	14	0	185,836	16	3	414,844	10	6	4,141	9	6
1895-96	115,576	6	9	171,936	5	1	493,113	6	0	3,338	5	11
1896-97	101,340	12	6	154,378	15	11	406,382	10	11	2,652	1	11

WHEAT FLOUR.

Wheat flour is by far the largest import into the island, exceeding the imports of any other five articles. During the last year, nearly 200,000 barrels, at a valuation of over £155,000, were brought in, and, with the exception of about £4 worth, all this large quantity came from the United States. The predominance of the American producer in this article is not to be gainsaid. The duty of \$2 per barrel seems excessive. As already stated, it is nearly 45 per cent of the import value. At the time of the former reciprocity treaties, the duty in Cuba on American flour was reduced to \$1 per barrel, and there does not appear to be any reason why it should not be brought to that figure in Jamaica. It is true that a large proportion of the native population in this island subsist on yams, breadfruit, and other farinaceous substances, but if the duty on flour were reduced, the purchasing power of the people would be increased and a larger quantity imported; for while the native products mentioned are accepted as substitutes by the poorer classes, who are unable to buy bread, they do not fill the place of bread. In all the British colonies in early years, the breadfruit tree was extensively planted for this particular purpose, but it has never completely filled the want. Breadfruit and yams when cooked are too dry and mealy to be entirely palatable, and they do not compare in that respect with the white potato. The entire market for flour being, as I have said, in the control of the American miller, it is not necessary to consider it further. What little importations there were formerly made from other countries have fallen off entirely, and the only thing remaining, so far as this article is concerned, is to secure a reduction of the import duty by a reciprocal arrangement. The following table will show the course of this trade since 1886:

Imports of flour.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	4	5	3	120,845	10	4	22	19	9	120,872	15	4
1887-88	12	10		139,598	11	10	9	5	6	139,578	10	2
1888-89	3	0		159,363	9	11	3	8	3	159,367	1	2
1889-91				186,862	14	1	53	16	3	186,916	10	4
1891-92	19	6		178,671	3	9	1,367	2	5	180,099	5	8
1892-93	4	4		174,071	9	4	545	5	0	174,616	18	8
1893-94	15	6		149,239	0	0	227	14	0	149,467	9	6
1894-95				147,370	4	6	121	17	6	147,492	2	0
1895-96	18	0		179,516	4	0	8	2	0	179,524	4	0
1896-97	2	4	4	155,321	9	3	2	1	5	155,326	15	0

BREAD AND BISCUITS.

In addition to flour, comes the importation of biscuits, known to the American market as crackers. The duty on this class of goods is equivalent to three-fourths of a cent per pound, and seems a little excessive. The average price of crackers here is about 6d. (12 cents) per pound, and it would seem that this leaves a large margin of profit if compared with the home price. As in the case of flour, the trade is almost entirely in the hands of the American exporter. The following table shows the imports for ten years:

Imports of biscuits.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	10	10	3	9,740	6	7	6	6	7	9,757	3	5
1887-88	25	19	4	10,352	15	10	4	12	1	10,363	7	5
1888-89	29	10	11	13,084	6	9	2	3	6	13,096	1	2
1889-91	14	5	1	13,928	0	3	3	1	0	13,945	6	4
1891-92	4	15	7	13,054	12	3	44	17	3	13,104	5	1
1892-93	60	15	11	14,061	4	6	5	19	10	14,128	0	3
1893-94	16	9	4	17,785	12	6	8	0	6	17,810	2	4
1894-95	17	5	8	22,756	1	4	6	15	8	22,780	2	8
1895-96	1	4	1	30,335	9	3	18	2		30,337	11	6
1896-97	8	10	4	24,478	7	8	3	4	1	24,483	2	1

BUTTER AND BUTTERINE.

The United States has lost somewhat in the imports of butter and butterine during the past years, much more in proportion than Great Britain or Canada, but the decline does not appear to be due to any fluctuation in the trade. The importations from England are principally of butter of a very good quality, used by the better classes of the population. It retails very high—at 2s. 3d. to 2s. 6d. (54-60 cts.) per pound. The American cheap tinned butters do not of course reach this class of trade, retailing at 1s. 3d. to 1s. 6d. (30-36 cts.) per pound. The recent commercial depression and consequent decrease in purchasing power have of course affected the latter trade more than the former, with the result that the importations of the American product, consumed principally by those persons in medium circumstances, have fallen off. If some effort were made, however, to introduce a good American creamery butter in small tubs, I do not see why even this higher-class trade could not be absorbed as well. For if fresh butter can be brought here from England, it seems to me that some of the grades on the American market could be brought from the United States and placed here at a lower price. The same will apply to some extent to cheese, but the imports of this article from Great Britain are of special brands, which, from long habit, appeal to the taste of the people, and while the American trade might be increased, the market probably can not be entirely absorbed by the United States.

The duty on butter and cheese is identical, viz, 2 cents per pound. This does not seem unusually high for butter, but it does for cheese, when the prices of the two articles are compared. The average grades of American cheese sell here at 1s. 3d. to 1s. 6d. (30-36 cts.) per pound.

Appended tables will show the importations of these two articles:

Imports of butter, butterine, etc.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	1,501	1	8	25,426	8	8	21	13	4	26,949	8	8
1887-88	2,833	13	9	24,910	3	9	23	9	7	27,767	7	1
1888-89	2,083	14	5	21,294	14	7	119	7	9	23,447	16	8
1889-91	1,963	0	5	26,215	16	0	103	17	6	28,272	13	11
1891-92	2,351	9	2	24,551	8	0	189	9	0	27,092	6	2
1892-93	2,200	11	3	25,032	2	0	848	18	6	28,081	11	9
1893-94	3,089	13	0	22,271	10	0	1,653	2	0	27,164	5	0
1894-95	3,703	17	6	33,441	8	6	996	12	0	38,143	18	0
1895-96	3,628	19	3	35,341	11	2	932	18	0	39,953	8	5
1896-97	3,106	15	3	25,151	4	10	780	12	0	27,038	12	1

Imports of cheese.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	447	1	2	6,763	7	9	12	1	0	7,222	10	6
1887-88	659	18	11	7,565	16	3	5	10	3	8,231	5	5
1888-89	800	16	3	7,806	6	8	16	19	9	8,794	2	8
1889-91	709	15	4	8,943	8	0	8	10	4	9,661	19	8
1891-92	815	9	6	8,097	9	9	662	14	9	10,175	14	0
1892-93	829	18	3	8,454	7	6	124	2	0	9,408	8	3
1893-94	670	2	8	8,794	4	8	45	8	8	9,509	16	0
1894-95	758	17	4	8,745	10	8	206	6	8	9,710	14	8
1895-96	795	5	4	9,954	10	8	232	0	0	10,711	16	0
1896-97	520	12	6	7,230	0	2	220	-7	8	7,971	0	4

MEATS.

Under this head, the principal importations are of beef and pork, wet and salted; bacon and hams, canned meats, sausages, tongues, etc. The market in salted meats is almost entirely held by the American exporter. In bacon, the United States furnishes almost three-fourths of the imports, and in hams about one half. The trade in bacon and hams should be controlled by the United States, as well as that in salted meats. The English bacons and hams are dearer than the American, and if a superior American article were placed on the market here and judiciously advertised, there is no reason why the prejudice in favor of the York-cured goods could not be overcome. The duty on salted meats ($1\frac{1}{8}$ to $1\frac{1}{4}$ cents per pound) seems to be excessive, as is also the duty of 2 cents per pound on bacon and hams, and some effort should be made to materially reduce these. The importations of canned meats are almost entirely from the United States, and a flourishing trade has been built up. This class of goods is free under the tariff. The importations of sausages and tongues are very insignificant. Both come principally from the United States. The duty on sausages is very high, viz 4 cents per pound. If the duty were lowered, a small trade might be built up, as they appear to be a favorite article of diet and are advertised by restaurant keepers as a special inducement on the arrival of the steamers. Tongues are free of duty. Fresh imported meats in this climate are beyond the reach of the poorer classes, and they naturally turn to dried and cured meats. I append tables showing the importations of beef and pork, wet and salted; bacon, hams, and canned meats.

Imports of meats.

BEEF (WET AND SALTED).

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	6	7	0	10,426	15	3	16	0	8	10,449	2	11
1887-88		15	9	12,728	19	3	6	12	4	12,736	7	4
1888-89	10	3	0	15,906	9	8	1	1	9	15,316	14	0
1889-91	6	10	0	23,801	11	10	3	11	3	23,811	13	1
1891-92	4	7	5	19,409	3	1	23	8	5	23,436	18	11
1892-93		7	9	23,893	15	11	53	12	6	23,447	16	2
1893-94	6	15	6	28,856	8	0		15	3	28,863	18	11
1894-95				27,727	15	5	8	14	0	27,736	9	6
1895-96	4	10	0	28,298	2	0	7	10	0	28,310	2	0
1896-97	3	15	2	23,452	11	2	4	19	7	23,461	5	11

PORK (WET AND SALTED).

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87		17	9	21,672	17	5	27	3	0	21,700	18	2
1887-88	1	12	6	23,192	8	9	37	1	0	22,231	2	3
1888-89		8	0	25,827	10	9	1	10	8	25,829	9	5
1889-91		8	8	31,649	7	7				31,649	16	3
1891-92		15	0	30,686	0	6	3	0	0	30,689	15	6
1892-93		9	10	35,181	10	2	68	5	0	35,250	5	0
1893-94	8	1	0	34,233	7	0				34,241	8	0
1894-95	3	10	0	31,592	16	1	3	10	0	31,599	16	1
1895-96		14	9	31,144	2	0	19	3	6	31,164	0	3
1896-97	34	6	6	26,379	13	1	25	12	6	26,430	12	1

BACON.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	399	18	0	267	0	9	3	6	9	670	5	6
1887-88	418	17	0	223	12	4	12	6	0	654	15	4
1888-89	544	5	11	244	2	10	1	16	5	790	5	2
1889-91	502	1	5	581	8	2	12	12	0	1,086	16	7
1891-92	628	11	11	373	13	0	56	19	9	1,059	4	7
1892-93	685	0	10	325	15	0	16	15	0	1,027	10	10
1893-94	606	12	6	473	5	0	2	2	6	1,081	0	0
1894-95	518	16	8	804	3	4	21	13	4	1,342	13	4
1895-96	686	2	6	2,539	4	2	20	1	8	3,245	8	4
1896-97	480	4	2	1,153	6	8	10	1	8	1,643	12	6

HAMS.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	1,489	11	2	2,812	19	11	29	11	9	4,337	2	10
1887-88	2,002	11	6	3,138	14	8	24	2	3	5,165	8	5
1888-89	2,060	7	3	3,259	3	8	22	4	4	5,341	15	3
1889-91	2,410	11	6	5,654	19	8	15	0	0	8,080	11	2
1891-92	2,207	16	8	4,492	10	9	176	4	3	6,876	11	8
1892-93	2,149	5	6	4,636	1	9	164	5	9	6,949	13	0
1893-94	2,145	11	3	5,535	8	3	178	19	9	7,859	19	3
1894-95	2,261	13	3	6,091	11	6	35	7	3	8,388	12	0
1895-96	1,664	5	9	7,880	11	0	81	10	9	9,576	7	6
1896-97	1,804	0	3	7,269	8	3	122	7	3	9,196	15	9

CANNED MEATS.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	173	9	5	304	2	6				477	11	11
1887-88	180	2	11	539	2	0	36	1	1	735	6	0
1888-89	403	5	4	438	5	9	14	9	8	851	0	9
1889-91	577	18	2	1,188	13	10	221	3	8	1,987	15	8
1891-92	232	13	9	708	19	0	31	4	4	970	17	1
1892-93	98	19	4	2,322	11	10		6	0	2,421	17	2
1893-94	83	4	11	3,671	15	8				3,755	0	7
1894-95	89	1	5	5,547	6	3				5,638	7	8
1895-96	102	4	5	4,580	14	5	2	0	0	4,687	9	4
1896-97	40	0	9	3,118	12	11	10	12	10	3,169	6	6

LARD.

The importations of lard are not extensive. They are almost entirely from the United States, and the duty, 1½ cents per pound, is rather high. The imports have fallen off very much of late years, and this is no doubt due to the increased use of cocoanut oil for cooking purposes among the masses of the population, the oil being extracted by the natives by hand processes in small quantities. The following table will show the imports of this article.

Imports of lard.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	4	12	1	11,704	17	6	3	13	4	11,713	2	11
1887-88	17	19	7	9,484	19	7	7	15	5	9,510	14	7
1888-89	12	1	3	8,650	14	7	3	2	11	8,665	18	9
1889-91	23	9	7	7,566	4	7	8	16	3	7,590	19	5
1891-92	8	18	9	6,648	15	0	1	4	7	6,658	18	4
1892-93	19	3	8	4,758	15	0	14	6	8	4,792	5	4
1893-94	7	19	2	6,076	0	10	-----	-----	-----	6,084	0	0
1894-95	4	18	4	4,382	18	4	1	17	8	4,389	14	4
1895-96	4	4	8	3,949	16	8	-----	-----	-----	3,954	1	4
1896-97	124	19	0	3,520	6	8	1	18	0	3,647	3	8

FISH.

The imports of fish are mostly (85 per cent) from Canada, particularly dried or salted. The principal article under this head is salted cod, which forms a large item of subsistence for the masses. In pickled fish, also, more than three-fourths of the imports come from Canada. The duty on fish seems to be heavy, but if no attempt be made to secure this market by the American exporter, probably the duty will not have any special consideration on the part of the United States. It would seem, however, that some effort should be made to secure this extensive market. Over £170,000 worth of fish was brought into the island during 1896-97, of which Canada sent three-fourths; and I know of no reason why Canada retains this market. Canned salmon is used here to some extent. Owing to the cost of transportation across the continent, it is probable that the Canadians can put this in here cheaper than the canning factories on the northwest coast. The importations under this head are not very heavy. I append tables showing the course of importations in the principal items of fish.

Imports of fish (dried or salted).

Year.	United Kingdom.			United States.			Canada and other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	2	8	8	22,158	12	5	83,494	5	2	105,653	6	3
1887-88	5	0	8	22,210	17	8	79,044	6	1	101,260	4	5
1888-89	7	9	10	16,917	6	8	101,826	5	3	118,751	1	9
1889-91	11	15	0	17,336	11	7	105,162	17	5	122,511	4	0
1891-92	118	14	9	18,970	8	7	109,245	18	0	128,333	1	4
1892-93	92	19	4	14,618	0	1	116,284	16	11	130,975	16	4
1893-94	21	16	8	15,621	6	7	119,734	5	10	135,377	9	1
1894-95	25	4	4	14,452	15	1	120,616	8	1	135,094	7	6
1895-96	10	9	1	13,043	13	7	118,456	13	4	131,510	16	0
1896-97	208	16	3	19,554	12	2	102,162	16	11	121,921	5	4

Imports of fish (alewives).

Year.	United Kingdom.	United States.	Canada.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	-----	1,267 6 6	480 18 9	1,848 5 3
1887-88	-----	1,294 18 10	737 4 0	2,032 2 10
1888-89	-----	1,148 8 0	4,923 8 11	6,071 16 11
1889-91	-----	1,449 10 0	8,646 0 0	10,095 10 0
1891-92	2 0 0	1,886 11 0	7,088 5 6	8,908 16 6
1892-93	-----	1,204 16 0	6,877 4 0	8,082 0 0
1893-94	-----	2,487 7 6	8,365 10 0	10,852 17 6
1894-95	-----	1,364 14 9	8,089 18 2	9,434 12 11
1895-96	-----	1,843 8 9	7,698 3 9	9,041 12 6
1896-97	-----	1,772 1 6	6,463 4 9	8,235 6 3

Imports of fish (herrings pickled).

Year.	United Kingdom.	United States.	Canada.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	5 10 5	4,131 0 4	14,044 8 1	0 0 11	18,181 0 2
1887-88	10 1 7	4,167 17 4	23,424 10 0	-----	27,602 14 11
1888-89	6 15. 8	3,630 7 4	25,035 10 11	-----	28,672 13 11
1889-91	6 10 0	2,961 5 0	24,988 15 1	88 16 8	28,025 6 9
1891-92	5 7 10	3,088 11 1	26,419 16 2	-----	30,113 15 6
1892-93	9 14 6	3,470 7 6	27,255 17 9	-----	30,735 19 9
1893-94	6 17 8	4,043 8 7	28,000 7 0	-----	30,060 13 3
1894-95	17 15 4	3,419 15 0	25,887 9 9	8 9 4	29,333 9 5
1895-96	12 15 6	2,273 8 8	22,510 3 3	0 8 11	24,796 11 4
1896-97	7 4 1	2,101 3 9	24,067 7 3	-----	26,185 15 1

Imports of fish (pickled mackerel).

Year.	United Kingdom.	United States.	Canada.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	10 4 3	4,369 11 3	7,295 1 4	11,674 16 10
1887-88	-----	1,645 13 8	3,135 19 10	4,781 13 6
1888-89	-----	186 16 5	494 16 3	661 2 8
1889-91	-----	497 14 0	2,514 9 10	3,012 3 10
1891-92	-----	1,778 17 0	5,775 17 10	7,554 14 10
1892-93	-----	712 5 2	6,697 15 0	7,410 0 2
1893-94	-----	394 7 9	6,828 8 3	7,222 16 0
1894-95	-----	1,036 13 0	6,824 7 0	7,861 0 0
1895-96	-----	271 14 1	1,482 10 11	1,704 11 0
1896-97	-----	894 8 6	2,972 11 10	3,866 19 10

MAIZE (CORN AND MEAL).

All the corn comes from the United States. Small quantities were brought in former years from other countries, but they have gradually dwindled down to nothing. The corn is brought here dried in bags, and is extensively used by the poorer people, who boil it into a kind of mash as an article of diet. There is a considerable importation of corn meal, and this, too, is used to some extent for table purposes by the lower classes. Indeed, the better classes do not disdain to have a dish of boiled meal on their tables. It is also used for feeding horses. Canada made some efforts to secure this trade, but failed, because the exporters did not seem to understand the preparation of the meal for this market. It requires to be very carefully cured and properly handled in order to prevent molding, owing to the excessive change of temperature which it undergoes in a ship's hold, coming to a warm from a cold climate. Some efforts were made here recently to grow the corn and prepare the meal. The growth of the corn was successful, but the preparation of the meal was not. It was

difficult and expensive to get it properly cured, and it was found that the imported article could be retailed cheaper. Oats as a food for horses are, of course, used to some extent; but the climate is too warm for their use in large quantities, and they possess too much heating quality. They are generally mixed with corn, and thus over-heating is avoided. The importations last year were £8,188, of which nearly £7,000 were from the United States. The duties on these imports, 6 cents per bushel for corn and oats and 36 cents per barrel for meal, appear to be a little out of proportion. As will be seen by the following tables, the importations have fallen off somewhat during the past year, owing to depressed conditions in the island.

Imports of maize (corn).

Year.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	16,751 8 0	.....	16,753 0 0
1887-88	0 16 0	18,067 11 0	.....	18,068 7 0
1888-89	16,287 12 0	0 6 0	16,287 18 0
1889-91	18,512 1 9	0 4 0	18,512 5 9
1891-92	17,815 19 10	1 10 0	17,817 9 10
1892-93	29,727 11 9	39 3 3	29,766 15 0
1893-94	27,848 0 0	118 1 4	27,966 1 4
1894-95	33,841 8 8	6 17 6	33,848 6 2
1895-96	38,018 17 6	0 17 6	38,019 15 0
1896-97	31,339 5 4	.....	31,339 5 4

Imports of maize (meal).

Year.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	47 2 0	13,468 5 3	2 9 0	13,518 16 3
1887-88	12,824 14 2	.....	12,824 14 2
1888-89	11 5 0	15,825 8 1	.....	15,836 13 1
1889-91	18,412 1 9	0 4 0	18,512 5 9
1891-92	17,815 19 10	1 10 0	17,817 9 10
1892-93	18,432 16 3	.....	18,432 16 3
1893-94	10,986 7 2	37 10 0	11,023 17 2
1894-95	12,706 13 6	.....	12,706 13 6
1895-96	18,907 8 8	.....	18,907 8 8
1896-97	16,033 17 6	.....	16,033 17 6

Imports of oats.

Year.	United Kingdom.	United States.	Canada.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	19 12 0	755 18 6	2 10 0	758 0 6
1887-88	13 0 6	514 0 0	28 4 0	555 4 6
1888-89	89 3 6	782 8 0	45 11 3	867 2 9
1889-91	139 4 0	1,991 5 0	86 5 0	2,217 3 0
1891-92	199 12 7	2,131 14 6	176 6 11	2,507 14 0
1892-93	95 8 0	1,896 10 0	1,762 12 0	3,754 5 0
1893-94	407 17 0	2,608 13 0	1,005 4 6	4,021 14 6
1894-95	576 10 6	4,200 12 0	713 15 6	5,490 18 0
1895-96	360 10 0	8,779 3 0	1,071 11 0	10,211 4 0
1896-97	366 6 8	6,921 19 2	899 13 4	8,187 19 2

a 1899, from foreign States.

RICE.

One of the principal articles of diet here is rice, and strange to say, by far the larger proportion is brought from England, consisting of Indian rice. Some years ago, large importations were made from the East Indies direct.

It is difficult to understand why rice can be brought from the East Indies to the West Indies and take the market away from the rice of the Southern States, lying right at the doors of Jamaica. The duty of 3 shillings per 100 pounds, or about three-fourths of a cent per pound, is quite heavy, and some effort should be made to secure reciprocal treatment for this article. The American trade in this product has fluctuated considerably, as will be seen by the following table:

Imports of rice.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	28,753	12	4	304	15	9	13,698	4	1	42,756	12	2
1887-88	37,995	0	10	7	5	2	16,820	17	8	54,823	3	8
1888-89	38,040	18	1	807	4	7	5,038	1	7	43,898	4	1
1889-91	32,490	8	0	891	13	8	8,533	11	1	41,915	12	9
1891-92	32,703	19	10	923	6	3	33,954	19	2	67,537	5	33
1892-93	34,365	13	11	1,112	1	11	34,336	16	2	69,811	12	0
1893-94	15,468	4	0	9,341	7	7	13,795	8	9	38,545	0	4
1894-95	18,519	10	10	6,356	3	0	13,822	6	0	38,697	19	10
1895-96	38,165	19	5	6,884	11	6	9,821	3	1	54,971	14	3
1896-97	25,001	7	2	3,114	3	4	881	9	9	28,997	0	3

PEAS AND BEANS.

The imports under this head comprise the split pea, the dark red bean commonly mixed with rice, and the canned green pea. The imports are practically all from the United States. The duty on split and red peas of 8 cents per bushel seems to be reasonable, but on canned peas the general ad valorem rate of 12½ per cent is high. The imports of these latter, however, are very small, as they are used only by the better classes. The following table shows the importations:

Imports of peas and beans.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	5	4	0	3,044	16	0	10	16	0	3,060	16	0
1887-88	2	8	0	2,680	0	0	1	12	0	2,684	0	0
1888-89				2,167	13	2	3	5	0	2,172	13	2
1889-91	36	16	9	1,255	5	6	7	0	0	1,299	2	3
1891-92	9	15	0	2,174	1	3	11	14	6	2,195	10	9
1892-93	17	10	8	2,053	8	1	14	18	2	2,085	16	11
1893-94	12	15	0	2,008	4	5	0	3	9	2,021	3	2
1894-95	43	10	0	3,085	1	3	3	16	11	3,112	8	2
1895-96	4	17	6	4,095	0	0	10	10	0	4,110	7	6
1896-97	43	13	9	5,881	3	2	19	11	11	5,944	13	10

CONDENSED MILK.

The condensed-milk trade is almost entirely in the hands of British exporters. Fresh milk is always a scarce article of food in tropical countries, owing to the difficulty of keeping it, and Jamaica is no exception. The milk used is almost all condensed. There seems to be a general preference for Nestle's brand. I should say that the reason for the loss of this trade to the United States will be found in the difference of price. Practically, all condensed milk retails here at 6d.,

or 12 cents, per pound tin, which is much cheaper than the American price for good grades. In addition to this, an agency is established here for Nestle's brand in the hands of one of the largest firms of the island, and it has been well advertised. One or two American brands have recently been put on the market here at very low prices, so low, indeed, as to retail at 7 to 8 cents per pound tin. Attention is evidently being given to this market by American exporters, and they should certainly be able to send out as good an article at as low a price as the English brands in demand here. The duty is the general ad valorem rate of 12½ per cent. The appended table shows the imports of this article.

Imports of milk (condensed).

Year.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87	8,208 9 9	201 17 7	37 12 4	8,447 19 8
1887-88	7,737 7 5	31 18 9	0 18 0	7,770 4 2
1888-89	10,203 17 8	94 11 6		10,298 9 2
1889-91	48,721 6 8	77 5 9	22 13 6	48,821 5 11
1891-92	18,270 9 11	134 1 11	16 18 0	18,421 9 10
1892-93	20,667 4 5	177 9 3	388 0 6	21,232 12 2
1893-94	24,155 4 0	417 17 11	1,139 17 5	25,712 19 4
1894-95	24,242 6 3	767 17 5	601 8 4	25,617 12 0
1895-96	28,929 17 10	917 12 9	30 18 2	29,878 8 9
1896-97	28,704 13 6	493 6 0	188 13 9	29,386 13 8

TOBACCO.

It may seem a curious fact that the imports of tobacco are in about the same proportion as the exports, but their character is quite different. The exports are, as already stated, principally of leaf tobacco. The imports consist of Sumatra tobacco brought from the United States for wrappers; cigarettes, principally from America, and pipe-smoking tobacco, chiefly from England. The chewing of tobacco is a habit practically unknown in the island, a small sweet root being used by the creole. The appended table shows the imports of tobacco:

Imports of tobacco.

Year.	United Kingdom.	British Possessions.	United States.	Other countries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886	314 7 3		9,690 10 3	1,291 11 3
1887	343 18 6		13,566 12 3	1,089 9 0
1888	555 14 3		12,559 4 10	1,378 8 4
1889	441 13 3	57 8 1	14,129 15 8	652 19 6
1890-91	428 11 4	367 17 6	16,883 19 10	791 5 6
1891-92	453 9 7	314 11 3	15,896 2 3	280 15 9
1892-93	993 1 7	44 15 0	18,281 15 4	457 1 7
1893-94	1,714 14 9	1 3 0	18,609 10 5	354 7 5
1894-95	1,349 3 3	6 19 4	16,278 13 9	324 10 1
1895-96	1,518 7 10	26 11 2	15,021 1 3	391 16 0
1896-97	2,423 13 5	271 6 4	13,015 6 3	193 14 0

ALE, BEER, AND PORTER.

The ale, beer, and porter consumed in the colony are brought principally from Great Britain. The beer of the English is known to us as ale. The people here have not become accustomed to the lighter

American beers. Within the last two years, however, some little American beer has been imported and also some ales in bulk from Great Britain. If a strenuous effort were made to push the American light beers, there is no reason why the market should not be principally controlled by the United States. The climate is not suitable for the use of the heavy English ales, and the people are at length beginning to show some appreciation of one or two American brands of ale and beer of ordinary quality. None of the finer grades of American beer are known in the island at all, and it needs but a little push and energy to get them into the market. One feature which retards the expansion of the trade here is the high duty, amounting to about 2½ cents per pint, and some effort should be made to reduce it. Another element which must be considered in the development of the trade is the method of handling. The system of the English houses is to consign their goods to one principal house here. The goods receive more attention than if ordered at the risk of the purchasers. If more of the prominent brewers of the United States adopted this method, and spent money in advertising and developing the business, beneficial results would be obtained.

There are several small breweries in operation in the island for the manufacture of ale, but it is of very common quality and is consumed mostly by the lower classes. Some months ago, a company was organized to start a large brewery, with a capital of £30,000 in £1 shares, but the success of this undertaking appears to be problematical.

Imports of ale and beer.

Year.	Great Britain.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	37,182	8	10	478	4	11	0	5	3	37,670	17	0
1887-88	32,643	19	10	1,999	7	0	40	5	5	34,633	12	3
1888-89	39,749	15	7	3,148	12	4	627	0	6	43,525	8	5
1889-1891	42,953	8	11	1,532	19	1	4,555	11	4	53,811	19	4
1891-92	34,155	8	2	2,407	19	5	5,895	15	4	42,459	2	11
1892-93	31,964	12	8	7,961	11	4	5,889	18	8	40,616	2	8
1893-94	51,786	8	0	3,731	2	8	5,805	8	0	62,122	18	8
1894-95	41,150	5	4	2,747	16	0	5,935	2	8	49,833	4	0
1895-96	45,659	8	10	12,236	14	8	3,156	10	2	61,052	18	8
1896-97	34,332	10	9	5,313	0	0	2,279	4	4	41,924	15	1

WINES AND SPIRITS.

The importation of wines is not large, as will be seen by the following table for 1896-97. The duty appears to be very reasonable, being in the neighborhood of 13 to 16 cents per quart bottle. The red wines brought here from Europe are cheap, and it seems to me that if a proper effort were made, some of our Californian wines might be put in the market here to advantage. They are, perhaps, not so soft to the palate, but are of a purer and more nourishing character than the cheap wines of Europe, and can be landed here at lower cost. Most of the whiskies used here are Scotch. There is very little demand for rye or corn whisky, and the introduction of these varieties will require some time and perseverance. Some Canadian rye is sold here now. The tariff on whisky is quite heavy—12s. 6d. (\$3.03) per gallon. I append tables showing the importations of wine during the last year and the importation of red wines and claret for the usual period of ten years.

Importation of wine, 1896-97.

Description.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Burgundy.....	3 18 6	0 0 0	2 10 0	6 8 6
Champagne.....	63 4 0	0 0 0	44 0 0	107 4 0
Champagne, under value of 12s. per gallon.....	1,088 5 0	2 5 0	237 10 3	1,328 0 4
Claret, value of 12s. and upward per gallon.....	912 4 6	95 5 0	449 8 9	1,457 8 3
Claret, under value of 12s. per gallon.....	371 16 4	0 0 0	0 0 0	371 16 4
Value of 12s. per gallon and upward:				
Curaçao.....	371 16 4	0 0 0	0 0 0	371 16 4
Falernum.....	4 16 0	0 0 0	0 0 0	4 16 0
Ginger.....	4 0 0	0 0 0	0 0 0	4 0 0
Hock.....	40 9 5	10 0 0	55 7 6	105 18 11
Hock, under value of 12s. per gallon.....	153 5 5	0 0 0	28 0 3	176 5 8
Madeira, value of 12s. per gallon and upward.....	49 14 2	0 0 0	0 0 0	49 14 2
Madeira, under value of 12s. per gallon.....	2 2 0	4 4 0	0 0 0	6 6 0
Value of 12s. per gallon and upward:				
Malaga.....	1 0 0	0 0 0	0 0 0	1 0 0
Marsala.....	97 13 4	0 0 0	0 0 0	97 13 4
Moselle.....	18 4 0	0 0 0	26 18 0	44 18 0
Port.....	2,770 12 0	536 15 6	213 17 0	3,520 4 6
Red wines.....	1,652 18 4	162 2 0	198 18 6	2,012 18 4
Sherry.....	1,429 12 9	62 12 9	33 11 0	1,525 16 6
Vermuth.....	47 2 6	3 14 3	0 0 0	50 16 9
White wines.....	5 10 0	0 0 0	4 16 0	10 6 0

Importation of red wine.

Year.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1896-97.....	3,698 2 0	0 0 0	0 0 0	3,698 2 0
1897-98.....	5,331 14 0	342 0 0	64 11 0	5,738 5 0
1898-99.....	5,985 5 0	27 16 0	85 7 6	5,998 8 6
1899-1901.....	8,269 18 6	1 16 0	151 12 6	8,433 7 0
1901-02.....	4,324 0 0	263 8 0	130 10 0	4,717 18 0
1902-03.....	3,674 1 0	27 0 0	323 4 0	4,024 5 0
1903-04.....	4,234 12 6	27 13 6	337 10 0	4,598 16 0
1904-05.....	2,234 15 0	271 16 0	572 19 4	3,080 10 4
1905-06.....	7,371 7 4	541 11 4	1,350 8 0	9,263 6 8
1906-07.....	1,651 18 4	162 2 0	198 18 0	2,012 18 4

Importation of claret.

Year.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1896-97.....	1,775 7 0	23 12 0	314 15 0	2,113 14 0
1897-98.....	2,213 15 6	107 4 0	279 1 6	2,600 1 0
1898-99.....	2,398 17 6	78 13 0	218 2 0	2,695 12 6
1899-1901.....	2,851 2 0	40 0 6	164 12 6	3,055 15 0
1901-02.....	2,415 11 6	55 2 0	394 8 6	2,865 2 0
1902-03.....	2,482 4 0	24 9 6	530 12 6	3,017 6 0
1903-04.....	2,639 15 0	20 18 6	283 10 0	2,934 3 6
1904-05.....	2,040 15 6	304 0 6	363 12 0	2,708 8 6
1905-06.....	2,171 15 4	166 12 8	448 5 4	2,786 3 4
1906-07.....	912 4 6	95 5 0	449 18 9	1,457 8 3

SUGAR (REFINED).

After the reciprocity treaty of 1892, the United States built up quite a trade here in refined sugar, but owing to the decline of the sugar industry, a duty was imposed by the legislative council in 1896 of 2 cents per pound in order to promote consumption of the local product.

This duty is practically prohibitive, and the imports fell off from about £6,000 to less than £200, of which the larger quantity came from the United States. I append a table showing the same.

Imports of sugar (refined).

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	153	5	9	988	9	3	2	19	6	1,144	14	6
1887-88	230	15	0	899	12	0	2	14	0	1,133	1	0
1888-89	223	8	6	852	1	2	2	5	8	1,077	15	4
1889-1891	340	11	6	1,108	11	6	1	4	0	1,445	7	0
1891-92	206	0	11	1,081	1	0	1	7	0	1,288	8	11
1892-93	920	2	6	4,770	8	3	870	18	3	6,561	4	0
1893-94	1,971	14	9½	4,705	9	2	281	17	8½	6,959	1	8
1894-95	2,098	17	0	4,467	14	2	2,518	18	6	9,083	9	8
1895-96	1,319	16	8	3,854	9	2	643	2	10	5,817	8	8
1896-97	68	17	2	79	18	4	-----	-----	-----	148	15	6

As before stated, some concession should be secured for our refined sugar.

OILS.

Under the head of "Petroleum and its products," kerosene oil is assessed at the enormous duty of 13½ cents per gallon. This oil constitutes the light of the lower classes, and the imports are practically all from the United States. Under the former reciprocity treaty, we secured a reduction of 25 per cent, but this would seem inadequate. The imports are shown by the annexed table. Other importations of oil, except cotton-seed oil, are inconsiderable. All the cotton-seed oil is from the United States. Last year, the importations were nearly £11,000.

Imports of petroleum.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	6	17	6	11,279	10	11	0	0	0	11,295	8	5
1887-88	37	2	0	12,911	9	3	2	2	0	12,950	13	3
1888-89	9	10	0	12,281	16	3	6	0	9	12,297	7	0
1889-1891	0	0	0	14,878	19	0	0	2	0	14,879	1	0
1891-92	13	0	6	15,794	9	0	5	11	0	15,813	0	6
1892-93	5	14	0	17,037	12	9	3	15	0	17,047	1	9
1893-94	7	8	0	18,236	9	0	20	0	0	18,323	17	0
1894-95	9	8	9	16,014	4	10	3	13	9	16,027	7	4
1895-96	1	5	0	18,383	12	4	4	10	0	18,389	7	4
1896-97	2	9	0	20,351	18	2	0	3	0	20,354	10	2

LIVE STOCK.

Under Exports, I discussed the cattle-raising industry of the colony. Some time ago, importations of cattle from Colombia were begun. This gave promise of a growing trade, but the spread of a disease (since discovered to have been Texas fever) among the cattle in Jamaica gave an opportunity to the penkeepers, who were already alarmed by the reduction in prices, to appeal to the Government in regard to this importation. An expert was brought out to inquire into the disease, and following his report, the governor issued a proc-

lamation forbidding the importation of cattle from the United States, South and Central America, Great Britain, the Leeward Islands, and Australia. During the past two years, there has been brought into the island quite a number of horses and some jackasses, the former for carriage and the latter for breeding purposes. The American horse, although he takes some time to acclimatize, is much liked on account of his fine appearance. The Jamaica horse is small, and though hardier in this climate, is not so desirable for carriage purposes as the American horse. The importation of horses has also apparently alarmed the breeders here, and they have consequently been brought under the prohibition of the proclamation in January of this year. Some effort should be made to raise this prohibition. A few fine sheep are imported. Live animals are free of duty since the reciprocity treaty of 1892. I append a table showing the importation of horses and mules:

Imports of horses and mules.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	0	0	0	0	0	0	85	8	0	85	8	0
1887-88	1,300	0	0	108	0	0	25	0	0	1,433	0	0
1888-89	125	0	0	23	0	0	164	14	0	312	14	0
1889-1891	600	0	0	750	0	0	577	10	0	1,927	10	0
1891-92	450	0	0	513	0	0	50	0	0	1,013	0	0
1892-93	300	0	0	168	14	11	539	16	0	1,008	10	11
1893-94	20	0	0	473	0	0	1,657	17	6	2,150	17	6
1894-95	489	7	10	818	15	6	4,660	11	0	5,968	14	4
1895-96	180	0	0	3,511	7	4	2,736	5	0	6,427	12	4
1896-97	1,470	0	0	4,372	8	4	668	16	8	6,511	5	0

MATCHES.

In matches, there is hardly any opportunity for foreign trade. There are two manufactories in Kingston, which turn out a coarse safety match, after the Swedish pattern. They control the entire trade of the island, and are the only matches in common use. They sell for about one-half cent per box of 50, which is about equal to the selling price of the American match in ordinary use. The duty is 5 shillings (\$1.21) per gross of boxes of 100 matches each, and is within a very small fraction of the price at which the local matches sell; i. e., 6 cents per dozen boxes of 50 each.

SOAP.

Soap comes principally from England, which appears to furnish cheap and good grades. For washing purposes, the supply is met to some extent by two factories in the island, one at Kingston and one at Wakefield, in the vicinity of the famous Bog Walk. The Kingston company is said to pay a handsome dividend. The other factory, though but recently established, is also said to be flourishing. Some experiments are being made with the view of turning cocoanut oil to use in the manufacture of a fine grade of soap. The duty on soap, like that on matches, is practically prohibitive to the cheaper grades, and, as in other articles of the Jamaica tariff, we observe a British colony quietly maintaining the theory of protection.

AERATED WATERS.

During recent years, quite a number of aerated-water manufactories have been started in the island for the manufacture of soda water, ginger beer, lemonade, etc. They also manufacture an aerated water called kola, said to be largely composed of the famous kola nut. This is used almost exclusively as a temperance beverage in Jamaica. It is scarcely palatable to the foreign taste, but the natives appear to like it a great deal. Although it is alleged to be made from the kola nut, I am informed that very little kola enters into its composition, and that it is made principally of gas-charged water and sirup. The reason, doubtless, for this is that the island has not yet furnished a very large supply of the kola nut. It has only recently been brought to the attention of the Jamaica people, and the tree is now being planted in small quantities. The demand for the beverage appears to have soon outstripped the supply, and it was necessary to find a substitute. The following information regarding this nut, the properties of which have claimed world-wide attention, will doubtless interest American readers:

The kola nut or bissy (*Cola acuminata*) is a native of western Africa. It is a tree from 30 to 60 feet high, flourishing best in moist lands from sea level up to 1,000 feet. A full crop of 120 pounds of nuts or seeds can not be expected until the tree is 10 years old, but in favorable situations fruit may appear after four years. Great care is taken in Africa in the selection of nuts for sale. They are carefully picked out and all damaged and worm-eaten ones are removed. The sound nuts are packed in huge baskets made of bark, lined and covered with large, thick leaves. The baskets hold 3 hundredweight. With the leaves on the top kept moist, the nuts last well for a month. After that, they are picked over again, washed, and repacked, and will last for another month, the process being repeated every month.

From the country between the Sierra Leone and the Congo, they are carried to Gambia, where the merchants trading with the interior purchase and dry them. It is said that by the time the nuts reach the tribes who live farthest from where they grow they are worth their weight in gold. In Jamaica, the nuts are separated, when quite ripe, into their component parts, and then carefully dried. The nuts are reputed to clarify and render healthy the most foul water, to render tainted meat edible, and when chewed, either fresh or as a dry powder, to be a sure preventive of dysentery. They are also said to be good for the liver, and to possess the property of enabling persons eating them to undergo prolonged exertion without fatigue. Dr. Neish states that the nuts furnish a nutrient and stimulant beverage, rich in theobromine, the active principle of cocoa. These nuts, in addition, contain three times the percentage of starch contained in chocolate and contain less fat, so that, besides stimulant and nutritive properties, there is the probability that a chocolate prepared from them will readily agree with delicate stomachs. What enhances the value of kola nuts is the fact that citrate of caffeine—a medicine now much employed for the relief of seasickness, migrains, and other nervous complaints—can be readily obtained from these nuts, for the reason that they contain more caffeine than coffee berries, and in the kola nut, the caffeine is in the free or uncombined state. It is not known

what acreage is under cultivation in Jamaica, but in consequence of the attention of planters being called to this valuable product by the director of public gardens for the past few years, a great number of young trees have been planted.

LUMBER AND BUILDING MATERIALS.

One of the exports of the United States to Jamaica which has been steadily growing in recent years is that of lumber. It has more than doubled in the last ten years. The common pitch pine is used more than the white pine. This import has been stimulated by the increase in building operations. During the past few years, the style of residences in Jamaica has changed somewhat, and new buildings of brick are now being put up in place of the older Spanish style of houses, which have outlived their time. Most of the American sailing vessels which come to Jamaica now bring lumber cargoes, although some bring coal. Practically, the larger part of this lumber comes from the Southern States, Alabama, Mississippi, Georgia, and North Carolina. It is a class of trade that appears to be quite profitable. One American vessel has been engaged regularly during the past year under charter, bringing lumber cargoes from Pensacola and Mobile and going back light.

The cement used here is practically all from Great Britain, though it is difficult to understand why this is so. The importations for the last year were quite heavy.

The importation of bricks has been very light. Last year, they ceased entirely. This is accounted for by the fact that bricks are made in the island in sufficient quantities to meet the local demand. There are some four or five brick manufactories in and around Kingston. The bricks are poorer in character than American-made bricks, being lighter in color and more brittle, but they answer very well in the climate, not being subject to variations of weather or the destructive influence of frost. Recently, an American endeavored to obtain a contract for the paving of the Kingston streets, intending to import American bricks, but after investigation, he decided that it would not pay. He did, however, talk somewhat of establishing a plant here for the manufacture of bricks. The clay in some parts is excellent for the purpose, and with proper handling and energetic work and enterprising management, an undertaking of this character could no doubt be made to pay. Native bricks sell for \$7.50 to \$12.50 per 1,000.

Some galvanized iron for roofing has been imported, but shingles are generally considered better for roofing purposes in a climate of this character. The fact that iron is cheaper than shingles has stimulated its use, but it is confined generally to outhouses, as it makes the atmosphere too hot for dwelling houses. The imports show that shingles and galvanized iron for roofing purposes are about evenly divided in their use. Most of the iron comes from Great Britain and the shingles from the United States. Laths are practically not used at all here in the modern houses. The interiors are of hard wood in houses of the better class, and in the cheaper grade of houses the walls are mostly composed of rubble. I append tables showing the importations of pitch pine, white pine, cement, galvanized iron for roofing, and shingles, and also a general table showing the imports of building materials in toto:

Imports of lumber, cement, iron, etc.

LUMBER (PITCH PINE).

Year.	United Kingdom.	United States.	Other countries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87		9,451 15 3	468 15 0	9,920 10 4
1887-88	7 9	12,390 10 1	378 16 4	12,769 14 2
1888-89		17,029 7 10	15 0	17,030 2 10
1889-1891		29,575 15 8	168 19 2	29,744 14 10
1891-92		26,495 5 5	2 7 6	26,487 12 11
1892-93		23,661 6 7	6 7 11	23,667 14 6
1893-94	16 15 1	29,964 14 1	50 9 7	30,031 18 9
1894-95		30,161 18 10	176 10 0	30,338 8 10
1895-96	18 6	36,197 17 7	564 5 0	36,763 1 1
1896-97	4 7	32,745 3 1	684 11 8	33,439 19 4

LUMBER (WHITE PINE).

1886-87		10,404 7 11	3,571 3 5	13,975 11 4
1887-88	1 18 3	12,740 14 5	4,368 4 4	17,130 17 0
1888-89		16,067 13 6	5,861 18 0	21,929 11 6
1889-1891	1 13 10	26,142 10 2	5,738 13 0	31,792 17 0
1891-92	2 3 0	19,677 8 10	8,417 17 0	28,097 8 8
1892-93	1 18 10	25,616 2 10	4,966 3 3	30,615 4 11
1893-94	1 5 2	23,100 7 6	6,315 5 8	29,416 18 4
1894-95	5 14 0	25,676 13 0	6,950 16 10	32,633 3 10
1895-96		22,425 16 1	3,968 2 3	26,393 18 4
1896-97	9 4	20,321 12 7	2,108 10 5	22,430 12 4

CEMENT.

1886-87	1,321 3 9	46 17 6		1,368 1 3
1887-88	1,578 14 8	62 15 8		2,641 10 4
1888-89	2,539 13 7	18 17 6		2,558 11 1
1889-1891	2,719 8 8	27 43 4	5 15 5	3,999 7 5
1891-92	3,317 15 0			3,317 15 0
1892-93	4,911 9 1	4 12 6	212 0 0	5,128 1 7
1893-94	5,654 14 10	9 18 6		5,664 13 4
1894-95	8,559 13 4	3 2 2	14 7 6	8,574 4 0
1895-96	13,780 10 8	405 13 3	11 17 6	14,196 1 5
1896-97	11,820 1 1	77 8 2	65 12 6	11,893 9 9

IRON (GALVANIZED, FOR ROOFING).

1886-87	2,700 4 1			2,700 4 1
1887-88	3,080 6 8	86 8 7		3,146 15 3
1888-89	5,456 1 9	125 14 10		5,581 16 7
1889-1891	7,839 9 3	368 10 10		8,238 0 1
1891-92	7,878 0 1	1,990 3 2		9,868 3 3
1892-93	6,212 2 10	522 7 5		6,734 10 3
1893-94	8,225 12 0	86 19 4		8,312 11 4
1894-95	11,079 10 7	641 3 10		11,720 4 5
1895-96	8,871 16 8	1,686 9 10		10,560 6 6
1896-97	7,048 5 1	691 16 7		7,740 1 8

SHINGLES.

1886-87		4,616 14 11	341 3 0	4,957 17 11
1887-88		8,601 13 8	671 9 2	4,273 2 10
1888-89		6,017 9 6	205 16 9	6,223 6 3
1889-1891		11,256 15 2	445 17 5	11,702 12 7
1891-92		5,827 10 1	269 14 8	6,097 4 9
1892-93		7,786 7 3	444 1 3	8,230 8 6
1893-94		7,420 6 4	28 4 0	7,448 10 4
1894-95		8,434 0 0	260 10 0	8,694 10 0
1895-96		9,122 10 10	117 0 0	9,239 10 10
1896-97		5,984 10 6	71 11 0	6,056 1 6

Imports of building materials.

Year.	United Kingdom.		United States.		British Possessions.		Other countries.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1886	8,143	5 11	34,541	9 6	6,499	14 1	47	8 1
1887	11,580	10 10	25,280	3 8	4,321	8 9	144	4 10
1888	11,734	11 4	30,000	19 4	5,436	8 4	42	2 0
1889	16,137	7 10	41,021	15 4	6,059	18 9	11	18 2
1890-91	16,902	14 2	71,453	15 5	6,218	14 4	50	10 8
1891-92	27,415	16 7	60,705	13 4	8,709	2 5	10	6 9
1892-93	13,991	1 2	62,214	12 0	5,456	8 6	731	5 9
1893-94	8,251	15 8	70,528	1 5	6,555	18 5	1,232	1 5
1894-95	36,069	17 3	80,981	7 0	7,441	10 7	2,981	11 6
1895-96	10,301	12 3	79,212	11 7	4,560	1 5	30	5 5
1896-97	19,331	7 5	60,380	0 11	2,999	4 5		

HOUSEHOLD FURNITURE.

In household furniture, the imports from the United States have increased in a larger proportion than have those from Great Britain, though the latter still take the lead in the market. In recent years, the Jamaica people have developed a taste for light American summer goods, and rattan and wicker work and light wood furnitures are largely in demand. The opportunity for developing a trade in this line should be taken advantage of. It is a curious fact that, at the auction sales of furniture in private houses in the island, this class of goods is rapidly disposed of at good prices, even though it be at second hand. The United States is therefore in the lead in regard to this class of goods. We are also in the lead in the matter of cabinet and upholstery goods, sending here last year over £5,400, as against £3,900 from Great Britain. At the same time, Canada made a bid for this market by sending over £1,200.

On the other hand, the English exporter holds the market in metallic house furniture. The following tables show the importations of household furniture of wood and metal, and I append also a general table showing the total imports under this head. Owing to a change in the customs classification, I am unable to give the imports of metallic furniture after the year 1891-92.

Imports of furniture.

METAL.

Year.	United Kingdom.		United States.		Other countries.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1886-87	278	12 9	60	3 6			338	16 3
1887-88	307	5 9	9	18 2			317	3 11
1888-89	610	7 6	65	0 1			675	15 7
1889-1891	1,663	18 9	910	13 9	105	14 0	2,680	6 6
1891-92	1,266	18 5	400	1 4	4	10 3	1,671	10 0

WOOD.

1886-87	1,830	0 1	2,006	16 11	123	16 9	4,050	13 9
1887-88	2,514	0 3	2,917	0 5	255	1 9	5,686	2 5
1888-89	2,811	2 3	895	0 8	346	11 0	6,052	13 11
1889-1891	3,548	2 7	4,466	14 7	970	7 3	8,945	4 5
1891-92	2,811	9 4	3,958	7 3	1,000	2 1	7,769	18 7
1892-93	4,018	12 4	5,433	0 7	404	3 6	9,855	16 5
1893-94	6,357	15 8	6,776	3 10	898	11 9	14,032	11 3
1894-95	7,925	6 2	6,150	3 11	855	3 5	14,931	3 6
1895-96	5,075	7 4	6,923	1 3	1,114	0 2	13,112	8 9
1896-97	3,967	12 0	5,468	15 3	1,327	17 4	10,769	4 7

Imports of household furniture.

Year.	United Kingdom.			British Possessions.			United States.			Other countries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886	14,007	10	10	8	11	0	5,722	7	9	350	11	6
1887	13,042	2	0	13	7	4	5,665	16	0	308	15	3
1888	15,121	18	4	11	19	4	6,427	11	6	307	2	0
1889	16,803	18	7	97	16	3	5,753	15	1	385	19	6
1890-91	23,651	9	6	497	3	7	11,099	12	9	1,283	7	5
1891-92	16,646	13	10	974	10	2	7,886	17	3	345	14	4
1892-93	13,943	8	4	221	0	4	7,384	11	8	422	18	1
1893-94	24,875	2	9	141	18	8	8,583	15	2	1,054	13	11
1894-95	27,362	19	6	49	1	5	10,284	1	11	3,240	2	2
1895-96	19,270	16	11	25	13	8	10,123	7	6	2,714	13	3
1896-97	14,694	1	7	44	8	1	8,931	18	5	3,055	5	4

CLOTHING AND WEARING APPAREL AND TEXTILES.

The preponderance of the English exporter for clothing and wearing apparel in the trade of Jamaica is marked, but while in 1886, the United States furnished a little over 3 per cent, in 1896-97, it furnished over 12 per cent. The imports from Great Britain have practically remained at a standstill, while those from the United States have steadily increased, being at least three times larger than ten years ago. It is difficult to ascertain the exact articles coming under this head, because, under a recently instituted classification by the customs collectorate here, ready-made clothing, with other articles, is placed under the general head of "apparel and slops." It is safe to assume, however, that by far the larger proportion of imports coming under this latter classification consists of clothing ready made. Other wearing apparel is to be found under the heads of haberdashery and millinery, woollens and worsted manufactures, cotton manufactures, linen manufactures, and boots and shoes. It is in cotton manufactures and boots and shoes that the bulk of the imports from the United States under this head is to be found; they constitute two-thirds of the total amount. In apparel and slops, woollen and worsted manufactures, linen manufactures, haberdashery, and millinery, the importations from the United States are comparatively infinitesimal. It is stated that the unimportant position held by the American exporter is due largely to his indifference to the demands of the trade. That is to say, the American merchant has not catered to the prejudices of the local market and humored the desire of the purchaser. The people of Jamaica are most conservative in their tastes, and are not disposed to change their styles frequently. For years, they will adhere to particular patterns, in prints, for instance. The custom at home is to manufacture cheap prints in certain styles and then discontinue the pattern. The merchants here are therefore unable to state that they will be in a position to supply certain patterns that may be ordered. Again, the variety of English patterns in a case is larger; also the average length of goods of this character made in England is 30 yards to the piece, while in America it is 6 yards, though in recent years, this difficulty has been remedied to some extent. The opportunity for trade in cotton goods is extensive in Jamaica, and it would seem that the United States should be able to put them here as cheaply as England, and still cater to the wishes of the trade. I append tables showing the importations of apparel and slops, textile fabrics, and boots and shoes.

Imports of clothing, etc.

CLOTHING, READY MADE.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	12,728	7	6	420	12	10	359	13	4	13,516	13	6
1887-88	17,918	15	11	386	11	5	238	19	3	18,544	6	7
1888-89	16,972	7	11	1,234	11	9	570	16	11	18,777	16	7
1889-1891	35,132	13	9	1,131	2	4	1,967	8	3	38,231	4	4
1891-92	30,767	4	2	866	17	3	2,476	13	9	34,110	15	2

APPAREL AND SLOPS.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1892-93	41,664	7	1	997	10	6	1,630	15	2	44,292	12	9
1893-94	57,993	8	10	2,344	16	5	663	4	3	60,920	9	6
1894-95	57,565	13	8	2,867	16	6	1,067	7	0	61,520	17	12
1895-96	66,685	5	9	6,066	5	0	1,206	7	2	73,957	17	11
1896-97	60,565	8	9	3,143	14	3	1,502	15	8	65,211	18	8

BOOTS AND SHOES.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	26,791	2	6	2,703	2	0	123	6	3	29,617	10	9
1887-88	41,577	17	1	3,921	11	9	78	7	0	45,577	15	10
1888-89	37,246	10	0	9,546	18	9	122	2	4	46,915	11	1
1889-1891	44,176	15	10	9,885	15	0	1,466	2	6	55,550	13	4
1891-92	31,546	3	11	9,477	0	9	1,317	15	7	42,341	12	3
1892-93	41,063	7	7	11,867	4	2	1,571	0	5	54,541	12	3
1893-94	46,564	12	1	19,231	11	2	933	17	6	66,810	0	9
1894-95	48,182	9	11	21,352	15	11	1,032	10	4	70,517	16	2
1895-96	34,925	1	9	22,505	15	0	1,430	16	11	58,861	13	8
1896-97	33,518	0	1	21,240	0	7	1,828	9	8	56,566	10	6

Total imports of clothing (including boots).

Year.	United Kingdom.			British Possessions.			United States.			Other countries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886	337,550	15	9	1,203	10	11	11,447	17	6	964	2	4
1887	366,080	3	1	604	8	7	12,363	16	9	759	3	9
1888	519,729	19	7	179	11	10	10,248	16	9	933	18	8
1889	417,503	3	11	907	8	0	15,273	9	2	1,204	11	1
1890-91	551,727	3	7	3,775	16	9	26,018	2	11	5,309	9	4
1891-92	407,275	11	2	3,732	17	10	22,165	1	6	2,801	19	11
1892-93	521,282	17	8	2,016	9	11	26,081	3	11	4,722	9	2
1893-94	604,578	7	10	2,808	14	2	44,484	13	5	5,402	5	10
1894-95	529,512	4	2	1,041	19	0	66,804	1	3	5,687	16	1
1895-96	504,011	12	7	679	11	0	73,867	0	8	8,004	17	11
1896-97	437,835	3	11	1,340	17	7	52,519	4	9	11,044	3	7

Imports of haberdashery, millinery, etc.

HABERDASHERY AND MILLINERY.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	55,415	13	11	627	15	10	207	3	4	56,250	13	1
1887-88	90,643	1	10	889	10	6	270	7	11	91,803	0	3
1888-89	87,186	1	9	940	15	8	235	17	5	88,312	14	10
1889-1891	99,700	8	9	4,521	17	0	1,639	12	1	105,861	17	10
1891-92	70,415	6	1	1,297	2	2	646	5	1	72,358	13	4
1892-93	68,362	11	1	1,262	1	1	877	7	3	70,541	19	5
1893-94	67,577	9	6	1,413	16	1	1,376	18	11	70,368	4	6
1894-95	57,368	4	11	2,865	16	0	816	18	8	61,050	19	7
1895-96	48,234	14	7	5,908	11	11	1,635	10	3	55,777	16	9
1896-97	39,050	17	11	1,625	16	0	1,708	17	10	42,383	11	9

Imports of haberdashery, millinery, etc.—Continued.

WOOLEN AND WORSTED MANUFACTURES.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	18,479	3	4	566	17	1	84	9	1	19,165	9	6
1887-88	28,202	6	3	110	0	3	87	9	10	28,399	16	4
1888-89	24,068	12	0	215	0	4	195	9	1	24,469	1	5
1889-1891	42,628	12	5	416	13	6	901	18	11	43,947	4	10
1891-92	25,321	12	11	576	9	4	888	17	10	26,787	0	1
1892-93	35,039	15	1	304	10	6	845	12	1	35,589	17	8
1893-94	47,841	3	2	255	11	1	485	19	2	479,562	13	5
1894-95	44,215	1	6	813	19	9	1,163	17	1	46,193	18	4
1895-96	45,678	18	10	1,324	8	5	1,061	14	5	48,065	1	8
1896-97	36,723	13	8	748	0	6	926	17	6	38,398	11	8

COTTON MANUFACTURES.

1886-87	221,823	1	5	7,593	6	9	534	11	10	229,951	0	0
1887-88	312,388	15	2	4,613	3	6	427	8	9	317,429	7	5
1888-89	240,449	3	0	3,337	16	7	882	13	7	244,699	13	2
1889-1891	314,303	12	1	8,239	17	6	2,840	13	8	325,474	3	3
1891-92	210,122	6	8	7,345	14	8	1,730	11	4	219,196	12	8
1892-93	280,484	14	8	8,073	11	10	1,051	14	8	289,610	1	2
1893-94	332,986	14	5	17,168	10	10	1,751	10	1	341,906	15	4
1894-95	268,152	16	5	3,476	14	11	2,329	5	2	306,258	16	6
1895-96	249,868	14	1	33,134	9	0	2,180	14	1	285,192	12	2
1896-97	221,577	19	11	21,633	14	9	4,692	17	8	247,904	2	4

LINEN MANUFACTURES.

1886-87	4,232	10	7	58	11	9	25	10	4	4,316	12	8
1887-88	5,807	13	3	17	19	1	25	14	3	5,851	6	7
1888-89	5,377	13	6	23	1	10	4	18	9	5,405	14	1
1889-1891	13,190	16	4	250	14	3	3	10	0	13,445	0	7
1891-92	3,608	13	8	360	8	0	19	5	10	4,078	7	6
1892-93	7,695	19	6	106	15	6	18	5	8	7,821	0	3
1893-94	6,162	12	8	34	17	6	4	12	0	6,202	2	2
1894-95	4,868	14	11	167	6	4	19	1	10	5,065	3	1
1895-96	6,552	12	10	150	2	1	17	14	8	6,720	9	7
1896-97	4,844	4	2	274	12	2	25	0	7	5,143	16	11

HARDWARE AND CUTLERY.

In hardware and cutlery, the trade is largely with Great Britain, although the imports from the United States have shown a steady increase in recent years, while the imports from Great Britain have fallen off. This is a class of trade which, it is not unwise to assume, will remain in its present channels. I append a table of the importations; also one showing imports of hardware and ironmongery. This table includes importations given elsewhere of galvanized iron for roofing, furniture of metal, agricultural implements and tools, and also comprises importations of wire fencing, which last year amounted to £8,000, and which, as well as the accessories for erecting, is free of duty:

Imports of hardware and cutlery.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	34,022	1	11	5,204	7	6	224	6	2	39,450	15	7
1887-88	47,002	18	7	8,082	11	4	140	9	6	55,175	19	9
1888-89	43,634	13	7	9,936	2	4	247	10	0	53,818	5	11
1889-1891	55,175	19	0	18,027	2	1	726	9	2	73,929	10	8
1891-92	47,966	16	5	8,381	17	10	505	8	6	56,753	17	9
1892-93	28,714	1	4	5,313	13	6	277	15	1	34,313	8	11
1893-94	29,192	1	9	7,484	9	8	430	7	6	37,066	18	11
1894-95	27,236	15	9	10,402	19	5	485	12	1	38,125	7	3
1895-96	28,945	17	8	9,918	5	4	965	4	4	39,869	17	4
1896-97	26,498	17	2	7,743	2	8	491	14	10	34,670	15	1

Imports of hardware and ironmongery.

Year.	United Kingdom.		British Possessions.		United States.		Other countries.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1896	53,620	18 6	502	16 3	14,327	17 8	98	1 3
1897	40,104	2 3	182	3 3	6,154	2 2	54	15 2
1898	55,366	18 6	107	15 9	8,272	12 2	39	9 6
1899	57,194	8 0	218	10 10	11,961	2 7	33	19 2
1900-01	78,229	17 0	278	7 8	33,980	6 4	452	3 3
1901-02	59,368	9 1	796	19 11	20,739	10 0	796	19 11
1902-03	79,108	14 1	383	19 1	21,980	12 11	589	18 7
1903-04	72,025	3 6	185	18 8	23,296	13 8	708	15 3
1904-05	68,709	16 5	83	2 7	24,097	9 6	750	8 4
1905-06	69,948	13 8	187	6 11	25,627	15 9	1,489	17 11
1906-07	62,589	6 3	282	5 9	25,412	9 0	1,568	17 8

COAL AND COKE.

The larger part of the importations of coal and coke to Jamaica is from Great Britain and consist mostly of Cardiff coal, but in recent years, while these importations have not increased, those from the United States have shown a marked advance. A considerable quantity of Pocahontas coal has been brought in recently, and some other American soft coals have established themselves. The American coal is slightly cheaper than the Cardiff coal, and for general purposes is quite as good. As the different industries here become accustomed to its use, there is no reason why the market should not be extended. The table herewith will show the advance of American coal in this market:

Imports of coal and coke.

Year.	United Kingdom.		British Possessions.		United States.		Other countries.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1896	37,144	16 4	165	18 10	615	4 0	315	4 0
1897	25,614	1 7	.....	.....	79	6 3	.....	.....
1898	38,571	11 11	.....	.....	215	1 0	10	4 0
1899	33,298	1 0	.....	.....	187	17 6	.....	.....
1900-01	31,519	7 9	300	13 0	2,744	6 11	.....	.....
1901-02	31,881	16 6	709	6 3	3,403	7 0	3	15 0
1902-03	36,873	14 0	1	0 0	7,101	2 0	.....	.....
1903-04	38,443	13 10	68	0 0	5,141	8 0	.....	.....
1904-05	50,618	13 6	478	0 0	6,958	15 6	.....	.....
1905-06	46,274	8 3	6	0 0	5,980	10 5	17	10 0
1906-07	33,331	0 0	70	0 0	7,234	17 0	672	7 9

CARRIAGES AND PARTS.

The bulk of the importations of carriages is from the United States. Some small quantities have come from England and Canada, but there are several reasons why the importations will remain with the United States. Prices are cheaper, freights are less, and American carriages have the particular advantage of being lighter and more suitable for the small horses and hot climate of Jamaica. The importations have fluctuated considerably in recent years, as will be seen by the appended table:

Imports of carriages and parts.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	326	15	2	2,367	10	0	54	0	0	2,738	5	2
1887-88	451	15	1	4,964	17	6	155	14	2	5,302	6	9
1888-89	93	19	3	7,683	5	5	115	4	4	7,862	9	0
1889-1891	828	17	2	11,346	14	4	47	11	8	12,223	3	2
1891-92	550	11	8	6,022	5	11	1,385	7	9	7,958	5	4
1892-93	71	8	7	6,010	13	5	624	8	11	6,706	10	11
1893-94				11,685	14	6	732	5	0	12,417	19	6
1894-95	115	4	11	12,733	2	7	205	16	7	13,104	4	1
1895-96	713	5	9	10,896	8	2	284	14	4	11,874	8	3
1896-97	366	19	5	7,066	7	7	289	15	4	7,713	2	4

MACHINERY AND SUPPLIES FOR ESTATES.

Importations under this head have fallen off recently, as would naturally be expected, owing to the decline of the sugar industry. Importations of steam engines are practically all from Great Britain. Last year, these latter amounted to £11,975 15s. 11d. from Great Britain, £918 13s. 6d. from the United States, and £3,100 from other countries. In agricultural implements, also, the larger proportion come from Great Britain. I append tables showing the total importations of this class of machinery, and also of agricultural implements and tools. Owing to a change in the customs classification, it is not possible to give statistics of the importation of agricultural implements and tools prior to the year 1892.

Imports of machinery and supplies other than food-stuffs, liquors, etc.

Year.	United Kingdom.			British Possessions.			United States.			Other countries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886	12,541	7	5	1,598	5	11	10,184	13	6			
1887	8,241	18	11	225	12	6	12,795	19	0	1,120	0	0
1888	11,673	7	8	14	0	0	19,231	6	4	50	12	0
1889	8,197	1	0				7,648	0	4	5	0	0
1890-91	10,772	1	11	320	0	0	2,512	2	3	2	10	0
1891-92	7,471	18	6	162	13	8	10,442	2	11	15	10	0
1892-93	11,294	7	11	328	2	3	5,154	13	2	20	11	5
1893-94	23,119	13	10	610	0	0	6,617	13	2			
1894-95	31,420	15	11	2,168	9	3	8,061	13	10	162	9	0
1895-96	15,157	12	9	946	10	0	7,575	11	2	104	17	5
1896-97	13,066	5	5	12	10	0	2,570	15	6	1	3	0

Imports of agricultural implements and tools.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1892-93	4,605	0	5	1,351	13	4	67	3	8	6,523	17	5
1893-94	5,455	9	2	2,622	5	4				8,077	14	6
1894-95	5,012	1	1	3,091	8	10	66	19	8	8,169	9	7
1895-96	4,100	16	1	2,729	19	2	32	3	10	6,862	19	1
1896-97	4,758	12	10	1,888	4	8	5	2	8	6,652	0	2

OTHER TOOLS AND MACHINERY.

In this class of imports, we have outstripped Great Britain in the last two years. The fluctuations in this market are interesting, showing that the trade has passed from one country to the other in marked proportions at different periods. I append a table giving the course of importations:

Imports of tools and other machinery.

Year.	United Kingdom.			British Possessions.			United States.			Other countries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886	13,070	5	10	11	9	9	1,502	0	2	378	4	6
1887	10,404	11	11				1,824	2	5	78	5	9
1888	3,904	16	5				8,548	11	6	84	19	1
1889	14,838	2	4	2	0	0	2,981	14	11	64	11	0
1890-91	11,187	17	1	50	16	0	34,447	2	6	374	6	0
1891-92	11,386	0	0	457	18	0	12,933	10	7	633	18	4
1892-93	25,696	10	4				11,148	2	9	381	12	1
1893-94	17,439	7	2	93	11	11	10,632	0	8	654	2	10
1894-95	21,320	17	2	18	15	0	17,553	4	11	2,890	0	6
1895-96	30,907	7	8	57	7	10	43,885	12	11	1,064	15	6
1896-97	12,147	11	0	59	0	6	15,507	12	0	573	5	4

EARTHEN, CHINA, AND GLASS WARE.

This trade is held principally by the English exporter, which is probably due to a better class of goods, as in the case of linens and woollens. The annexed tables show the imports:

Imports of earthen, china, and glass ware.

EARTHEN AND CHINA WARE.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87	5,040	9	11	94	1	7	21	9	6	5,156	1	0
1887-88	7,833	17	3	97	1	7	3	16	0	7,934	14	10
1888-89	7,925	11	3	524	18	7	62	8	11	8,512	18	9
1889-1891	9,390	0	5	572	5	11	262	17	1	10,225	3	5
1891-92	7,462	15	2	631	15	9	106	2	0	8,200	12	11
1892-93	7,458	15	5	900	9	7	135	2	10	8,194	7	10
1893-94	13,479	11	3	293	10	4	174	12	8	13,947	13	2
1894-95	14,676	7	1	584	8	9	1,415	8	5	16,676	4	3
1895-96	9,616	6	9	587	19	1	1,064	1	3	11,268	7	1
1896-97	6,617	9	4	630	19	6	1,204	16	7	8,453	5	5

GLASSWARE.

1886-87	2,439	11	0	1,311	6	5	88	10	4	3,839	1	9
1887-88	4,270	6	10	1,443	8	0	21	9	11	5,935	4	9
1888-89	4,547	17	9	1,829	12	3	12	11	9	6,390	1	0
1889-1891	4,321	17	9	2,042	14	9	427	15	3	7,392	7	9
1891-92	3,891	16	9	1,612	3	11	58	10	10	5,562	11	6
1892-93	4,059	9	8	1,829	6	10	13	18	5	5,902	14	11
1893-94	4,524	18	1	1,323	10	8	90	1	6	5,938	16	3
1894-95	4,098	7	5	2,146	7	3	858	0	6	7,100	15	2
1895-96	4,259	16	2	2,016	1	0	507	9	3	6,783	6	5
1896-97	2,484	14	9	1,235	1	10	581	12	8	4,301	9	2

ELECTRICAL MACHINERY AND SUPPLIES.

The beginning of the importation of these articles is coincident with the formation of the Jamaica Electric Light and Power Company, Limited, of Kingston, in 1889. They are practically all bought from the United States, as is shown by the annexed table:

Imports of electrical machinery and supplies.

Year.	United Kingdom.			United States.			Other countries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1886-87												
1887-88												
1888-89												
1889-1891	883	12	10	9,799	4	5				10,682	17	3
1891-92	27	16	9	3,338	14	5				3,366	1	2
1892-93	189	19	8	2,118	14	5				2,308	14	1
1893-94	63	6	9	949	12	10				1,012	19	7
1894-95	100	10	0	1,374	15	10				1,475	5	10
1895-96	18	11	3	1,518	13	1				1,537	4	4
1896-97	122	18	6	1,388	10	5	1	10	0	1,512	18	11

FRUIT (APPLES).

Some small importations of apples have been made, with a slight increase in the last three years. Nearly all are from the United States, as shown by the annexed table:

Imports of fruit (apples).

Year.	United Kingdom.	United States.	Canada.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1886-87		378 18 11	27 8 0	406 1 11
1887-88		342 6 11	20 18 0	363 4 11
1888-89		433 12 11	21 6 4	454 19 3
1889-1891		294 8 5	24 1 0	318 9 5
1891-92	2 0 0	764 19 1	39 5 6	806 4 7
1892-93	3 0 0	420 6 2	130 17 4	554 3 6
1893-94		388 10 7	40 12 8	429 3 3
1894-95		630 11 2	68 14 5	699 5 7
1895-96	1 0 0	889 6 5	19 8 3	909 14 8
1896-97	9 18 0	866 14 0	49 17 2	917 9 2

GENERAL IMPORTATIONS.

Other importations are mostly small in amount or are covered in general classifications. Bags and sacks, made of flax, hemp, and jute, are imported here from Great Britain. They are mostly second-hand. The United States furnishes about 40 per cent of these imports.

In books, pamphlets, etc., the importations are divided in a proportion of about 2 to 1 between Great Britain and the United States.

Carts, wagons, cars, and barrows are manufactured mostly in the island, though some of the lighter wagon wheels are brought from the United States.

The clock, watch, and jewelry trade is divided between England and the United States.

Of drugs, by far the larger proportion comes from Great Britain, although patent medicines are almost entirely from the United States.

Fertilizers are brought mostly from Great Britain. There may be an opening in this line for the American exporter, because, owing to the worked-out condition of many of the lands in the island, the importance of fertilizers is beginning to be more appreciated and their use is becoming more general.

Hay and straw are brought principally from the United States. Some efforts have recently been made, however, to make hay from Jamaica grasses. The ordinary grasses grown at home do not thrive in this climate, but they have here a heavier, larger, and probably more succulent grass, called the Guinea grass, and experiments have proved that hay of a very good quality can be made from it. It is likely that this will affect the importations from America.

Photographic apparatus and chemicals come from England and the United States in almost equal proportions. The chemicals and supplies come mostly from England, the small cameras and kodaks from the United States. The difficulty in this trade is that the exporter at home has not apparently learned as yet how to prepare the materials for this climate.

Sewing machines come from the United States, Great Britain, and Germany, the greater proportion from the United States. The trade in English sewing machines is done by drapers here, but if a good cheap American make were placed on this market and pushed, a still greater preponderance of this trade would go to the United States.

Shooks are imported in considerable quantities, nearly all from the United States.

Pickles, sauces, condiments, vinegar, and confectionery are principally brought from Great Britain, though the United States furnishes about 25 per cent of the imports.

Fresh vegetables are brought principally from the United States, we furnishing 70 per cent of an importation of about £5,000.

Tallow and animal grease are furnished almost wholly by us.

Silks and ribbons are furnished by Great Britain, with the exception of a small importation from the United States of about £130.

Arms come from Great Britain, except most of the revolvers, which are from the United States.

Of brooms, brushes, and sticks, four-fifths are furnished by Great Britain.

The United States sends here about one-third of the cordage.

Straw and felt hats are practically all from Great Britain.

The largest proportion of lamps and lanterns is from the United States.

Perfumery is principally from England.

SHIPPING.

I append in addition to the preceding information in regard to the trade of the island, a comparative table of the shipping of Jamaica for the year 1896-97, as contrasted with the previous year, and showing the vessels entered and cleared, both steam and sailing:

Shipping in the financial year 1896-97, as compared with that of 1895-96.

STEAMERS.

Year.	Reported.						Cleared.					
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.	
	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.
1896-97	503	503,410	185	189,545	688	672,955	589	546,959	111	131,987	694	678,946
1895-96	538	535,611	164	161,653	702	697,264	506	451,810	193	241,368	698	693,178
Decrease	35	32,201	121	17,862	14	24,309	118	195,149	82	109,381	4	14,232

SAILING VESSELS.

1896-97	239	34,937	104	31,510	343	66,477	268	51,300	95	19,257	361	70,557
1895-96	314	50,859	158	55,549	472	106,408	349	85,883	121	24,584	470	110,467
Decrease	75	15,922	54	24,039	129	39,931	83	34,583	26	5,327	109	39,910

¹ Increase.

LOUIS A. DENT, *Consul.*

KINGSTON, *March 11, 1898.*

Import duties.¹

Articles.	Duty.	Equivalent.
	£ s. d.	
Ale, beer, and porter..... per gall.	9	\$0.18
Bacon..... per lb.	1	.02
Barley (not pearl barley)..... per bush.	4	.08
Beef, wet-salted or cured..... per bbl. of 200 lbs.	11 3	2.73
Beans..... per bush.	4	.08
Bread or biscuit..... per 100 lbs.	3 0	.72
Butter, oleomargarine, butterine, or other substitute for butter..... per lb.	1	.02
Calavances..... per bush.	4	.08
Candles:		
Composition..... per lb.	2	.04
Wax or spermaceti..... do.	2	.04
Cheese..... do.	1	.02
Cider and perry..... per gall.	6	.12
Cocoa..... per 100 lbs.	10 0	2.43
Coffee, British colonial..... do.	1 0	4.86
Corn, indian..... per bush.	3	.72
Fish:		
Dried or salted..... per 100 lbs.	3 6	.84
Smoked, not otherwise enumerated or described..... per lb.	04	.01
Alewives, pickled..... per bbl. of 200 lbs.	2 6	.60
Herrings, pickled..... do.	2 6	.60
Herrings, smoked..... per lb.	04	.004
Mackerel, pickled..... per bbl. of 200 lbs.	4 6	1.09
Pickled, not otherwise enumerated or described..... do.	4 6	1.09
Salmon, smoked..... per lb.	2	.04
Salmon, wet-salted..... per bbl. of 200 lbs.	10 6	2.55
Flour:		
Rye..... per bbl. of 196 lbs.	8 0	1.94
Wheat..... do.	8 0	1.94
Gunpowder..... per lb.	1 0	.24
Hams..... do.	1	.02
Indigo..... do.	3	.06
Lard and its compounds..... per 2 lbs.	04	.014
Matches, lucifers and others, per gross of 12 dozen boxes, each box to contain 100 sticks, and boxes containing any greater or lesser quantity to be charged in proportion.	5 0	1.21
Meat, salted or cured..... per bbl. of 200 lbs.	15 0	3.64
Meal, not wheat meal..... per bbl. of 196 lbs.	1 6	.36
Oats..... per bush.	3	.72
Oil, other than petroleum and cotton-seed oil..... per gall.	9	.18
Pease (not being split pease)..... per bush.	4	.08
Pork, wet-salted or cured..... per bbl. of 200 lbs.	11 3	2.73
Petroleum and its products, crude or refined..... per gall.	64	.13
Rice..... per 100 lbs.	3 0	.72
Rice, undressed..... per bush.	1 0	.24
Salt..... per 100 lbs.	1 0	.24
Sausages, dry or pickled..... per lb.	2	.04
Soap..... per 100 lbs.	5 6	1.33
Spirits:		
Brandy..... per gall.	12 6	3.03
Gin..... do.	12 6	3.03
Rum, the produce of, and imported from, British possessions..... do.	12 6	3.03
Whisky..... do.	12 6	3.03
Spirits of wine, alcohol, and all other spirits, cordials, or spirituous compounds..... per gall.	12 6	3.03
Spirits, methylated, 12½ per cent ad valorem.		
Sugar, refined or unrefined..... per lb.	1	.02
Tea..... do.	1 0	.24
Tobacco:		
Manufactured, including Cavendish..... do.	1 6	.36
Unmanufactured..... do.	9	.18
Cigars..... do.	5 0	1.21
Tongues, salted or cured..... per bbl. of 200 lbs.	15 0	3.64
Wheat..... per bush.	6	.12
Wines in bulk and in bottle..... per gall.	3 6	.84
And an additional duty on all wines of a value of 12s. per gallon and upward..... per gall.	1 6	.36
Wood:		
Pitch-pine lumber, in rough or prepared for buildings, by superficial measurement of 1 inch thick..... per M feet.	9 0	2.18
White-pine lumber, or other lumber, by superficial measurement of 1 inch thick..... per M feet.	9 0	2.18
Shingles—		
Cypress, more than 12 inches in length..... per M.	6 0	1.45
Wallaba shingles..... do.	6 0	1.45
Boston chips and all shingles not otherwise enumerated or described..... per M.	4 0	.97
On all other goods, wares, merchandise, and effects of every description not enumerated, for every £100 value.....	13 10 0	60.75
And after these rates for any greater or less quantity of such goods respectively.		

¹For the new tariff of Jamaica, received as this volume was going to press, see advance sheets of Consular Reports No. 162, July 9, 1898.

Exemptions.

- Animals, alive, and poultry.
 Apparatus and appliances used for generating, storing, or conducting electricity.
 Asbestos and tar paper for roofing.
 Bags and sacks made entirely of flax, hemp, or jute.
 Beef, smoked and dried.
 Beef and pork preserved in cans, not being wet-salted or cured.
 Belting for machinery, of leather, canvas, or india rubber.
 Birds.
 Boats and lighters.
 Books, bound or unbound, pamphlets, newspapers, and printed matter in all languages.
 Bones and horns.
 Bottles of glass or stoneware.
 Bran, middlings, and shorts.
 Bricks (not Bath bricks).
 Bridges of iron or wood or of both combined.
 Brooms, brushes, and whisks of broom straw.
 Bullion and coin.
 Candles of tallow.
 Carts, wagons, cars, and barrows, with or without springs, of all descriptions, not being such as are ordinarily used as vehicles of pleasure.
 Clocks and parts thereof.
 Coals and coke.
 Cotton seed and its products, to include meal, meal cake, oil, and cottolene.
 Cotton wool.
 Crucibles and pots of all kinds for melting metals.
 Diamonds.
 Drawings, paintings, engravings, lithographs, and photographs.
 Drugs, medicines, and medicinal preparations of all kinds, including patent or proprietary medicines.
 Dyewoods.
 Eggs.
 Fertilizers of all kinds, natural and artificial.
 Fish, fresh or on ice.
 Fishing apparatus of all kinds.
 Flax.
 Fruits and vegetables, fresh or dried, when not canned, tinned, or bottled.
 Gas fixtures, including pipes and stoves, and all apparatus for generating, measuring, or storing gas.
 Gold and silver coin and bullion.
 Guano and other manures.
 Hand machine for preparing flax or for spinning cotton or wool.
 Hay and straw for forage.
 Hemp.
 Hides, raw.
 Houses of wood complete.
 Hydraulic presses.
 Ice.
 Implements, utensils, and tools for agriculture, including axes, billhooks, cutlasses, diggers, forks, grass knives, hat-bats, hoes, picks, shovels, and spades.
 India rubber and gutta-percha goods, including waterproof clothing made wholly or in part thereof.
 Iron, galvanized.
 Iron for roofing, doors, and shutters, and every kind of iron doors and shutters.
 Lamps and lanterns not exceeding 10s. each in value as defined in section 24 of law 18 of 1877.
 Leeches.
 Lime of all kinds.
 Locomotives, railway rolling stock, rails, railway ties, and all materials and appliances for railways and tramways.
 Lymph or serum to be used for vaccination, or as a prophylactic or remedial agent.
 Malt dust.
 Maps.
 Marble or alabaster, in the rough or squared, worked or carved, for building purposes or monuments.
 Meat, fresh.
 Mess plate and furniture, band instruments for the use of the army and navy on the certificate of the military or naval commanding officer.
 Mills, whether they be for grinding canes, paint, coffee, corn, or grain of any kind, or for sawing boards, raising water, or such as are set in motion by steam, horse, wind, or water power, and all parts of the said mills.
 Molasses.
 Oil cakes, whole or in powder, and other prepared food for cattle and animals.
 Oysters preserved in cans.
 Paper of all kinds, whether for printing, writing, wrapping, or packing, or other purpose, to include envelopes and bags of paper.
 Patent fuel.
 Pans for boiling sugar, whether of copper or iron.
 Photographic apparatus and chemicals.
 Pipes for conveying fluids.
 Printers' ink, all colors.
 Printing presses, types, rules, spaces, and all accessories for printing.
 Pumps for raising water.
 Quicksilver.
 Railway truck wheels.
 Resin, tar, pitch, and turpentine.
 Salt, rock.
 Sarsaparilla.
 Sewing machines and all parts and accessories thereof.
 Shooks, tierce, puncheon, and hogshead, and all descriptions of shoeks; also tierces, hogsheads, and casks, including box shoeks.
 Slates.
 Soda, ash or subsoda.
 Specimens illustrative of natural history, mineralogy, and geology.
 Starch of indian corn or maize.
 Steam and power engines and machines, machinery and apparatus, whether stationary or portable, worked by power or by hand for agriculture, irrigation, mining, the arts and industries of all kinds, and all necessary parts and appliances for the erection or repair thereof, or for the communication of motive power thereto.
 Steam boilers and steam pipes.
 Stills, or any part of a still.
 Sulphur.
 Tallow and animal greases, grease or slush.
 Tan bark of all kinds, whole or ground.
 Telegraph wire, telegraphic, telephonic, and electrical apparatus, and appliances of all kinds for communication or illumination.
 Tiles, marble and earthen, as well as paving stones.
 Tongues, smoked and dried.
 Tortoise shell.
 Tow.
 Trees, plants, vines, and seeds, and grain of all kinds for propagation or cultivation.
 Turtle.
 Varnish not containing spirits.
 Wall paper.
 Watches and parts thereof.
 Water pipes of all classes, materials, and dimensions, and water meters.
 Wax, bees'.
 Wire fences, iron standards, and tomb railings.
 Wire for fences with the hooks, staples, nails, and like appliances for fastening.
 Wood hoops.
 Wood, staves or headings, red or white ash.
 Yeast cake and baking powders.
 Zinc, tin, and lead in sheets.
 All outer coverings or packages, but not immediate coverings of dutiable articles, such as tins, bottles, etc.

Chief imports into the Island of Jamaica, showing the proportion contributed by the United States of America as compared with other countries, and the local import duty imposed thereon.

[Based on the official returns for the year 1896-97.]

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
Beer and ale.....	United Kingdom United States..... Germany..... Canada..... Other countries.	£ 34,322 10 9 5,313 0 0 2,117 7 3 155 13 10 6 8 3	\$166,807.00 25,821.00 10,290.00 756.00 28.00	
Total		41,924 15 1	203,754.00	8d. (18 cents) per gallon.
Bread and biscuits.....	United Kingdom United States..... Canada..... Other countries.	8 10 4 24,476 7 8 16 9 2 7 4	41.00 118,955.00 4.00 11.00	
Total		24,488 2 1	119,012.00	3s. (72 cents) per 100 pounds.
Bran.....	United States..... United Kingdom	280 12 1 1 17 1	1,364.00 9.00	
Total		282 9 2	1,373.00	Free.
Butter.....	United Kingdom United States..... Canada..... Other countries.	2,895 6 9 18,484 1 9 711 0 9 64 14 6	14,071.00 89,632.00 3,855.00 308.00	
Total		22,155 3 9	107,673.00	1d. (2 cents) per pound.
Butterine (oleomargarine, etc.).	United Kingdom United States..... Other countries.	211 8 6 4,667 3 1 4 16 9	1,027.00 22,672.00 23.00	
Total		4,883 8 4	123,783.00	Do.
Cheese	United Kingdom United States..... Canada..... Other countries.	520 12 6 7,230 0 2 218 11 6 1 16 2	2,530.00 35,139.00 1,062.00 8.00	
Total		7,961 0 4	38,690.00	Do.
Cocoa.....	United States.....	40 2 6	115.00	10s. (\$2.43) per 100 pounds.
Corn, grain, meal, and flour:				
Flour.....	United Kingdom United States..... Other countries.	2 4 4 155,321 9 3 2 1 5	10.00 754,862.00 10.00	
Total		155,325 15 0	754,883.00	8s. (\$1.94) per barrel.
Maize or Indian corn..	United States.....	31,399 5 4	160,920.00	3d. (6 cents) per bushel.
Maize or Indian corn meal.	United States.....	16,083 17 6	77,924.00	1s. 6d. (36 cents) per barrel.
Oatmeal.....	United Kingdom United States..... Canada..... Other countries.	558 5 0 39 6 8 3 0 0 1 11 8	2,713.00 199.00 14.00 6.00	
Total		602 3 4	2,926.00	1s. 6d. (36 cents) per 196 pounds.
Oats	United Kingdom United States..... Canada.....	396 6 8 6,921 19 2 899 13 4	1,790.00 33,640.00 4,372.00	
Total		8,187 19 2	39,793.00	3d. (6 cents) per bushel.
Pease and beans	United Kingdom United States..... Other countries.	43 13 9 5,881 8 2 19 1 11	212.00 28,583.00 83.00	
Total		5,944 13 10	28,891.00	4d. (8 cents) per bushel.
Fish:				
Alewives, pickled.....	United States..... Canada.....	1,772 1 6 6,463 4 9	8,712.00 31,411.00	
Total		8,235 6 3	40,024.00	2s. 6d. (60 cents) per barrel.

¹ In round numbers.

Chief imports into the Island of Jamaica, etc.—Continued.

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
Fish—Continued.		£ s. d.		
Dried or salted.....	United Kingdom	208 16 8	\$990.00	
	United States	19,554 12 2	85,035.00	
	Canada	102,155 11 11	496,478.00	
	Other countries	7 5 0	35.00	
Total		121,921 5 4	592,537.00	3s. 6d. (84 cents) per 100 pounds.
Herrings, pickled.....	United Kingdom	7 4 1	35.00	
	United States	2,101 3 9	10,212.00	
	Canada	24,087 7 3	117,064.00	
Total		26,195 15 1	127,311.00	2s. 6d. (60 cents) per barrel.
Herrings, smoked.....	United States	894 8 0	4,346.00	
	Canada	2,922 11 10	14,204.00	
Total		3,806 19 10	17,793.00	1s. 4d. (32 cents) per pound.
Salmon (not salted or cured).	United States	284 10 9	1,385.00	
	Canada	2,271 4 3	11,038.00	
Total		2,555 15 0	12,421.00	10s. 6d. (\$2.49) per barrel.
Hay and straw.....	United Kingdom	37 0 0	180.00	
	United States	1,827 11 2	1,882.00	
	Canada	224 8 4	1,090.00	
Total		2,088 19 6	10,152.00	Free.
Lard.....	United Kingdom	124 19 0	607.00	
	United States	3,520 6 8	17,109.00	
	Canada	1 0 0	4.86	
	Other countries	18 0	4.00	
Total		3,647 3 8	17,525.00	3s. 8d. (88 cents) per pound.
Meats:				
Bacon.....	United Kingdom	480 4 2	2,334.00	
	United States	1,153 6 8	5,605.00	
	Canada	8 19 2	39.00	
	Other countries	1 2 6	5.51	
Total		1,643 12 6	7,987.00	1d. (2 cents) per pound.
Beef, wet salted, or cured.	United Kingdom	3 15 2	18.00	
	United States	23,452 11 2	113,979.00	
	Other countries	4 19 7	24.00	
Total		23,461 5 11	113,022.00	11s. 3d. (\$2.73) per barrel.
Beef, canned.....	United Kingdom	40 0 9	194.00	
	United States	3,118 12 11	15,156.00	
	Canada	10 12 10	42.00	
Total		3,169 6 6	15,403.00	Free.
Hams.....	United Kingdom	1,804 0 3	8,787.00	
	United States	7,260 8 3	35,429.00	
	Canada	116 5 0	585.00	
	Other countries	6 2 3	30.00	
Total		9,186 15 9	44,691.00	1d. (2 cents) per pound.
Pork, wet cured or salted.	United Kingdom	34 6 6	167.00	
	United States	26,379 13 1	128,205.00	
	Canada	20 18 6	102.00	
	Other countries	4 14 0	23.00	
Total		26,439 12 1	128,496.00	11s. 3d. (\$2.73) per barrel.
Tongues (dried or smoked.)	United Kingdom	5 5 2	26.00	
	United States	763 14 4	3,712.00	
	Other countries	1 3 10	5.50	
Total		770 3 4	3,743.00	Free.
Milk (condensed).....	United Kingdom	28,704 13 6	138,505.00	
	United States	493 6 0	2,397.00	
	Germany	18 2 6	88.00	
	Canada	170 11 3	829.00	
Total		29,386 13 3	142,818.00	12½ per cent ad valorem.

¹ In round numbers.

Chief imports into the Island of Jamaica, etc.—Continued.

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
Oils (cotton seed).....	United States	£ 10,870 s. 0 d. 5	\$51,856.00	Free.
Pickles, vinegar, sauces, condiments, and confectionery.	United Kingdom	9,054 12 9	44,005.00	
	United States	3,004 18 10	14,594.00	
	Canada	150 12 0	739.00	
	Other countries	365 12 11	1,728.00	
Total		12,465 16 6	60,594.00	12½ per cent ad valorem.
Rice	United Kingdom	25,001 7 2	121,508.00	
	United States	3,114 3 4	15,185.00	
	Germany	208 1 6	1,011.00	
	Other countries	73 8 3	366.00	
Total		28,997 0 3	140,925.00	3s. (73 cents) per 100 pounds.
Spirits:				
Brandy.....	United Kingdom	4,901 9 0	23,821.00	
	Germany	157 10 8	763.00	
	United States	42 9 9	206.00	
	Other countries	27 18 5	138.00	
Total		5,129 7 10	24,928.00	12s. 6d. (\$2.98) per gallon.
Gin	United Kingdom	505 13 0	2,457.00	
	United States	7 2 10	35.00	
	Other countries	12 8 11	60.00	
Total		525 4 9	2,552.00	Do.
Whisky.....	United Kingdom	7,187 5 11	34,930.00	
	United States	387 15 8	1,787.00	
	Other countries	1 19 7	9.00	
Total		7,557 1 2	36,727.00	Do.
Sugar (refined)	United Kingdom	558 2 2	2,713.00	
	United States	1,750 1 8	8,505.00	
	Germany	204 16 0	995.00	
	Other countries	4 0 2	19.00	
Total		2,497 0 0	12,135.00	1d. (2 cents) per pound.
Tea	United Kingdom	4,016 11 6	19,520.00	
	United States	169 12 0	724.00	
	Other countries	141 18 0	690.00	
Total		4,320 1 6	22,936.00	1s. (24 cents) per pound.
Tobacco:				
Cigarettes.....	United Kingdom	1,713 0 0	8,325.00	
	United States	7,487 6 9	36,888.00	
	Other countries	286 2 4	1,386.00	
Total		9,487 1 1	46,107.00	1s. 6d. (30 cents) per pound.
Manufactured	United Kingdom	576 0 8	2,799.00	
	United States	2,860 12 9	13,902.00	
	Other countries	43 1 9	209.00	
Total		3,479 15 2	15,911.00	Do.
Unmanufactured	United Kingdom	133 10 2	647.00	
	United States	2,641 14 6	12,839.00	
	Other countries	127 12 6	620.00	
Total		2,902 17 2	14,106.00	
Vegetables, fresh	United Kingdom	138 1 8	671.00	
	United States	3,285 1 9	16,965.00	
	Canada	1,338 16 1	6,508.00	
	Other countries	187 6 1	710.00	
Total		4,949 5 7	24,053.00	
Coal and coke	United Kingdom	33,331 0 0	161,989.00	
	United States	7,234 17 0	36,161.00	
	Other countries	742 7 9	3,608.00	
Total		41,308 4 9	200,758.00	Free.

¹ In round numbers.

Chief imports into the Island of Jamaica, etc. — Continued.

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
		£ s. d.		
Tallow and animal grease.	United Kingdom	256 17 10	\$1,248.00	
	United States	3,088 12 1	15,010.00	
Total		3,345 9 11	16,258.00	Free.
Apparel and slops	United Kingdom	60,565 8 9	294,347.00	
	United States	3,143 14 3	14,278.00	
	Germany	1,304 5 6	6,339.00	
	Other countries	198 10 3	965.00	
Total		65,211 18 8	316,930.00	12½ per cent ad valorem.
Bags and sacks	United Kingdom	4,863 9 8	23,630.00	
	United States	2,079 4 6	11,104.00	
	Canada	74 2 4	360.00	
	Germany	265 15 5	1,291.00	
Total		7,282 12 11	35,385.00	Free.
Cottons, hosiery	United Kingdom	7,780 8 6	37,813.00	
	United States	58 3 4	273.00	
	Germany	865 5 8	4,175.00	
	Other countries	280 9 4	1,286.00	
Total		8,982 6 10	43,557.00	12½ per cent ad valorem.
Piece goods and shawls	United Kingdom	203,321 6 9	988,141.00	
	United States	21,473 10 10	104,381.00	
	Switzerland	1,966 8 1	9,654.00	
	Other countries	1,236 2 6	5,008.00	
Total		228,015 8 2	1,108,155.00	Do.
Haberdashery and millinery.	United Kingdom	39,050 17 11	189,787.00	
	United States	1,625 16 0	7,901.00	
	Other countries	1,706 17 10	8,295.00	
Total		42,383 11 9	205,984.00	Do.
Hats (felt)	United Kingdom	6,497 3 8	31,576.00	
	United States	267 11 8	1,300.00	
	Other countries	58 17 1	286.00	
Total		6,823 12 5	33,163.00	Do.
Linen manufactures	United Kingdom	4,844 4 2	23,543.00	
	United States	274 12 2	1,335.00	
	Other countries	25 2 7	122.00	
Total		5,143 16 11	24,999.00	Do.
Silk manufactures	United Kingdom	4,440 2 10	21,599.00	
	United States	86 2 9	419.00	
	France	121 7 7	590.00	
	Other countries	70 17 9	344.00	
Total		4,718 10 11	22,952.00	Do.
Ribbons	United Kingdom	7,270 14 9	35,336.00	
	United States	41 12 3	202.00	
	France	874 13 11	4,351.00	
	Germany	201 7 0	979.00	
Total		8,388 7 11	40,767.00	
Woolen manufactures	United Kingdom	36,723 13 2	178,479.00	
	United States	748 0 6	3,635.00	
	Other countries	1,926 18 0	9,365.00	
Total		38,398 11 8	186,615.00	Do.
Arms, muskets, rifles, and fowling pieces.	United Kingdom	1,046 4 8	5,085.00	
	United States	83 3 0	404.00	
	Other countries	30 3 4	147.00	
Total		1,159 11 0	5,635.00	Do.
Revolvers	United Kingdom	21 7 6	104.00	
	United States	144 16 1	694.00	
	Other countries	12 0	2.91	
Total		166 15 7	810.00	Do.

¹ In round numbers.

Chief imports into the Island of Jamaica, etc.—Continued.

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
Clocks, watches, and parts thereof.		£ s. d.		
	United Kingdom	1,279 19 3	\$6,221.00	
	United States	1,507 16 2	7,328.00	
	Germany	471 18 0	2,233.00	
	Other countries.	30 9 2	148.00	
Total		3,290 2 7	15,990.00	Free
Electric lighting apparatus.	United Kingdom	122 18 6	597.00	
	United States	1,388 10 5	6,726.00	
	Other countries.	1 10 0	6.29	
Total		1,512 18 11	7,353.00	Do.
Hardware and cutlery.	United Kingdom	26,536 17 2	128,969.00	
	United States	7,742 2 8	37,627.00	
	Germany	413 10 4	2,060.00	
	Other countries.	78 4 6	390.00	
Total		34,670 15 1	168,500.00	12½ per cent ad valorem.
Agricultural implements.	United Kingdom	4,758 12 10	23,127.00	
	United States	1,888 4 8	9,177.00	
	Other countries.	5 2 8	25.00	
Total		6,652 0 2	32,329.00	
Steam engines (agricultural).	United Kingdom	11,795 18 11	57,298.00	
	United States	918 15 6	4,465.00	
	Other countries.	3 10 0	17.00	
Total		12,718 4 5	61,810.00	
Machinery and mill work, not being steam engines (agricultural).	United Kingdom	623 6 8	3,029.00	
	United States	1,501 8 11	7,299.00	
	Other countries.	10 3 0	49.00	
Total		2,134 18 7	10,376.00	Free
Sewing machines.	United Kingdom	321 6 0	1,561.00	
	United States	596 10 11	2,899.00	
	Germany	353 0 9	1,715.00	
	Other countries.	25 14 0	125.00	
Total		1,296 11 9	6,201.00	Do.
Bar iron.	United Kingdom	1,740 5 3	8,458.00	
	United States	8 13 7	42.00	
Total		1,748 18 10	8,500.00	12½ per cent ad valorem.
Galvanized roofing.	United Kingdom	7,048 5 1	34,254.00	
	United States	691 16 7	3,362.00	
Total		7,740 1 8	37,617.00	Free.
Nails, screws, and rivets.	United Kingdom	2,526 5 2	12,278.00	
	United States	3,594 6 8	17,968.00	
	Other countries.	246 10 8	1,198.00	
Total		6,367 2 6	30,944.00	12½ per cent ad valorem.
Tubes and pipes.	United Kingdom	3,951 15 1	19,206.00	
	United States	852 3 8	4,141.00	
	Canada	11 0 3	53.00	
Total		4,814 19 2	23,395.00	Free.
Wire fencing.	United Kingdom	2,075 5 10	10,086.00	
	United States	5,897 13 4	28,983.00	
	Other countries.	105 2 6	511.00	
Total		8,078 1 1	39,580.00	Do.
Books, pamphlet, and printed matter.	United Kingdom	11,553 9 4	58,150.00	
	United States	2,135 17 3	10,380.00	
	Other countries.	838 11 7	1,538.00	
Total		14,526 11 2	69,168.00	Do.

¹ In round numbers.

Chief imports into the Island of Jamaica, etc.—Continued.

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
Brooms, brushes, and sticks.	United Kingdom United States Other countries.	£ s. d. 1,629 8 11 311 4 1 43 13 1	\$7,919.00 1,512.00 212.00	
Total		1,984 6 1	9,644.00	Free.
Candles:				
Tallow	United States	280 10 5	1,363.00	Do.
Other descriptions	United Kingdom United States	1,677 19 9 283 11 2	8,155.00 1,378.00	
Total		1,961 10 11	9,173.00	2d. (4 cents) per pound.
Carriages, pleasure	United Kingdom United States Canada Other countries	366 19 5 7,056 7 7 288 19 9 15 7	1,783.00 34,294.00 1,404.00 3.64	
Total		7,713 2 4	37,486.00	12½ per cent ad valorem.
Carts, etc	United Kingdom United States	416 14 9 1,907 11 6	2,025.00 9,271.00	
Total		2,324 6 3	11,296.00	Free.
Cement	United Kingdom United States Canada	11,320 9 1 77 8 3 65 12 6	55,017.00 376.00 319.00	
Total		11,463 9 9	55,712.00	12½ per cent ad valorem.
Cordage	United Kingdom United States Canada Germany	1,911 7 10 1,043 6 10 481 3 10 3 19 8	9,289.00 5,070.00 2,398.00 19.00	
Total		3,439 18 2	16,718.00	Do.
Earthen and china ware, porcelain, etc.	United Kingdom United States Germany Other countries	6,917 9 4 630 19 6 1,180 9 10 24 6 9	33,619.00 3,066.00 5,937.00 118.00	
Total		8,458 5 5	41,107.00	Do.
Cabinet and upholstery wares.	United Kingdom United States Germany Other countries	3,987 12 0 5,463 15 3 1,228 16 8 99 0 8	19,380.00 27,504.00 5,972.00 481.00	
Total		10,779 4 7	52,367.00	Do.
Straw hats	United Kingdom United States Other countries	10,453 3 2 266 7 1 8 0 9	50,802.00 1,294.00 30.00	
Total		10,727 11 0	51,136.00	Do.
Lamps and lanterns	United Kingdom United States Other countries	799 10 8 1,322 16 11 119 17 7	3,886.00 6,429.00 582.00	
Total		2,242 5 2	10,899.00	Free.
Boots and shoes	United Kingdom United States Other countries	33,518 0 1 21,240 0 9 1,828 9 8	162,807.00 103,226.00 8,896.00	
Total		56,586 10 6	275,010.00	12½ per cent ad valorem.
Matches	United Kingdom United States Other countries	89 10 5 2 11 9 2	435.00 12.49 .04	
Total		92 3 4	447.53	5s. (\$1.22) per gross.

¹ In round numbers.

Chief imports into the Island of Jamaica, etc.—Continued.

Article.	Countries.	Value imported.	Equivalent. ¹	Duty.
Medicines, drugs, etc.....	United Kingdom	£ 11,679 8 11	\$56,763.00	Free.
	United States.....	7,693 14 2	39,391.00	
	Canada	1,421 5 5	6,907.00	
	Other countries ..	273 2 2	1,327.00	
	Total	21,066 10 9	102,378.00	
Petroleum	United Kingdom	2 9 0	12.00	6½d. (13 cts.) per gallon.
	United States.....	20,351 18 2	98,910.00	
	Other countries ..	3 0	.72	
Total		20,354 10 2	98,922.72	
Perfumery	United Kingdom	1,427 9 7	6,937.00	12s. 6d. (\$3.04) per gallon.
	United States.....	754 12 9	3,667.00	
	Other countries ..	345 17 10	1,781.00	
Total		2,528 0 2	12,286.00	
Saddlery and harness	United Kingdom	8,235 13 6	40,171.00	12½ per cent ad valorem.
	United States.....	1,302 10 10	6,330.00	
	Other countries ..	3 13 4	18.00	
Total		9,571 17 8	46,529.00	
Soap	United Kingdom	20,537 16 0	99,814.00	5s. 6d. (\$1.23) per 100 pounds.
	United States.....	3,761 7 0	18,280.00	
	Other countries ..	48 12 3	236.00	
Total		24,347 15 3	118,430.00	
Lumber and pitch pine.....	United Kingdom	4 7	.97	9s. (\$2.19) per M feet.
	United States.....	32,754 8 1	159,185.00	
	Canada	685 11 8	3,322.00	
Total		33,439 19 4	162,518.00	
White pine	United Kingdom	9 4	2.18	9s. (\$2.19) per M feet.
	United States.....	20,321 12 7	98,763.00	
	Canada	2,108 10 5	10,267.00	
Total		22,430 12 4	99,013.00	
Shooks, casks, etc.....	United Kingdom	2,529 0 0	12,291.00	Free.
	United States.....	28,853 3 4	140,226.00	
	Canada	438 5 2	1,730.00	
	Other countries ..	451 15 2	2,196.00	
Total		32,272 8 8	156,443.00	
Shingles.....	Canada	81 1 10	394.00	4s. (97 cents) per M feet.
	United States.....	5,984 11 6	29,085.00	
Total		6,065 13 4	29,479.00	

¹ In round numbers.*Details of imports for 1896-97.*

Articles.	Countries.	Imports.	Value landed.	Retail price.	Duty.	Per-cent- age.
Ale, beer, and porter.	United Kingdom	£ 34,322 10 9	1s. 6d. per gall.	6 to 9d. per bottle.	9d. per gall....	21½
	United States.....	5,313 0 0				
	Germany	2,117 7 3				
	Canada	155 13 10				
	Other countries ..	6 3 3				
Total		41,924 15 1				
Bacon	United Kingdom	480 4 2	10d. per lb.	1s. to 2s. 6d. per lb.	1d. per lb.....	10
	United States.....	1,153 6 8				
	Other countries ..	10 1 8				
	Total	1,643 12 6				

Details of imports for 1896-97—Continued.

Articles.	Countries.	Imports.	Value landed.	Retail price.	Duty.	Per- cent. age.
Beef, wet and salted.	United Kingdom	£ s. d. 3 15 2	£2 10s. per bbl.	{6d. per lb. or £3 8s. per bbl.	{11s. 3d. per bbl.	22½
	United States	23,452 11 2				
	Other countries	16 1 8				
	Total	23,461 5 11				
Bread and biscuits.	United Kingdom	8 10 4	{12s. per 100 lbs.	{1s. 3d. to 1s. 6d. per lb.	{3s. per 100 lbs.	25
	United States	24,476 7 8				
	Other countries	3 4 1				
	Total	24,488 2 1				
Butter	United Kingdom	2,896 6 9	{9d. per lb.	{do	{1d. per lb.	11½
	United States	18,484 1 9				
	Other countries	775 15 3				
	Total	22,155 3 9				
Butterine	United Kingdom	211 8 6	{4½d. per lb.	{9d. to 1s. per lb.	{do	22½
	United States	4,667 3 1				
	Other countries	4 16 9				
	Total	4,883 8 4				
Candles: Composition	United Kingdom	1,677 19 9	{7d. per lb.	{do	{2d. per lb.	28½
	United States	283 11 2				
	Total	1,961 10 11				
Tallow	United States	280 10 5	5d. per lb.	9d. per oz.	Free	
Cheese	United Kingdom	520 12 6	{8d. per lb.	{1s. 3d. to 2s. per lb.	{1d. per lb.	16½
	United States	7,230 0 2				
	Other countries	220 7 8				
	Total	7,971 0 4				
Cocoa	United States	40 2 6	£2 8s. per 100 lbs.	6d. to 9d. per ¼ lb. tin.	10s. per 100 lbs.	20½
Cider and perry.	United Kingdom	17 14 7	{5s. per gall.	{do	{6d. per gall.	20
	United States	10 0				
	Other countries	2 1 8				
	Total	20 6 3				
Corn Fish:	United States	31,339 5 4	{2s. per bush.	{3s. 6d. to 4s. per bush.	{3d. per bush.	12½
	United Kingdom	203 16 8				
	United States	19,554 12 2				
	Canada	102,155 11 11				
Dried and salted.	Other countries	7 5 0	{16s. 8d. per 100 lbs.	{18s. to 22s. per 100 lbs.	{3s. 6d. per 100 lbs.	21
	Total	121,821 5 4				
Alewives	United States	1,772 1 6	{16s. 6d. per bbl.	{19s. per bbl.	{2s. 6d. per bbl.	15½
	Canada	6,463 4 9				
	Total	8,235 6 3				
Herrings, pickled.	United Kingdom	7 4 1	{12s. 6d. per bbl.	{do	{do	20
	United States	2,101 3 9				
	Canada	24,087 7 3				
	Total	26,195 15 1				
Herrings, smoked.	United States	315 11 2	{2d. per lb.	{do	{½d. per lb.	12½
	Canada	608 6 10				
	Total	923 18 0				
Mackerel, pickled.	United States	894 8 0	{£1 18s. per bbl.	{do	{4s. 6d. per bbl.	12
	Canada	2,972 11 10				
	Total	3,866 19 10				
Pickled	United States	16 0	{£1 10s. per bbl.	{do	{do	15
	Canada	3 4 0				
	Total	4 0 0				

Details of imports for 1896-97—Continued.

Articles.	Countries.	Imports.	Value landed.	Retail price.	Duty.	Per-cent- age.
Fish—Cont'd. Salmon wet-salted or cured.	United States	£ s. d. 284 10 9	} £3 per bbl.	}	{ 10s. 6d. per bbl.	} 17½
	Canada	2,271 4 3				
	Total	2,555 15 0				
Flour	United Kingdom	2 4 4	} 18s. 6d. per bbl.	} 2d. per lb.	} 8s. per bbl.	} 43
	United States	155,321 9 3				
	Other countries	2 1 5				
	Total	155,325 15 0				
Gunpowder	United Kingdom	628 15 0	} 33s. per bbl.	} 1s. per lb.	} 1s. per lb.	} 100
	United States	31 5 0				
	Total	660 0 0				
Hams	United Kingdom	1,804 0 3	} 9d. per lb.	{ 10½d. to 1s. 6d. per lb.	} 1d. per lb.	} 11½
	United States	7,289 8 3				
	Canada	116 5 0				
	Other countries	6 2 3				
	Total	9,195 15 9				
Lard	United Kingdom	124 19 0	} 4d. per lb.	{ 6d. to 7½d. per lb.	} ½d. per lb.	} 9½
	United States	3,520 6 8				
	Canada	1 0 0				
	Other countries	18 0				
	Total	3,647 3 8				
Matches	United Kingdom	89 10 5	} 4s. per gross.	} 3d. per doz.	} 5s. per gross.	} 125
	United States	2 12 9				
	Other countries	2				
	Total	92 3 4				
Meal	United States	16,033 17 6	} 10s. 3d. per bbl.	} 1½d. per quart	1s. 6d. per bbl.	14½
Oats	United Kingdom	366 6 8	} 2s. 3d. per bush.	}	} 3d. per bush.	} 11½
	United States	9,621 19 2				
	Canada	899 13 4				
	Total	8,189 19 2				
Petroleum	United Kingdom	2 9 0	} 6d. per gall.	} 4d. to 4½d. per quart.	} 6½d. per gall.	} 112½
	United States	20,351 18 2				
	Other countries	3 0				
	Total	20,354 10 2				
Rice	United Kingdom	25,001 7 2	} 9s. 6d. per 100 lbs.	} 4d. per quart.	} 3s. per 100 lbs.	} 31½
	United States	3,114 3 4				
	Germany	808 1 6				
	Other countries	73 8 3				
	Total	28,997 0 3				
Pease and beans	United Kingdom	43 13 7	} 7s. per bush.	} 3d. per quart.	} 4d. per bush.	} 4½
	United States	5,881 8 2				
	Other countries	19 1 11				
	Total	5,944 13 10				
Pork, wet and salted.	United Kingdom	34 6 6	} £2 6s. per bbl.	}	{ 11s. 3d. per bbl.	} 26
	United States	26,379 13 1				
	Canada	20 18 6				
	Other countries	4 14 0				
	Total	26,439 12 1				
Salt	United Kingdom	1,707 11 3	} 1s. 6d. per 100 lbs.	} 1½d. per quart	} 1s. per 100 lbs.	} 66½
	United States	238 7 9				
	Canada	232 12 0				
	B. W. Indies	3,167 12 6				
	Other countries	2 2				
	Total	5,346 5 8				

Details of imports for 1896-97—Continued.

Articles.	Countries.	Imports.	Value landed.	Retail price.	Duty.	Per-cent- age.
Sausages	United Kingdom	£ s. d. 21 15 0	} 8d. per lb.	{ 9d. to 1s. 3d per lb.	{ 2d. per lb.	25
	United States.....	70 3 0				
	Other countries.....	38 19 0				
	Total.....	130 17 0				
Soap	United Kingdom	20,537 16 0	{ 10s. per 100 lbs.	6d. to 9d. per bar.	{ 5s. 6d.	55
	United States.....	3,761 7 10				
	Other countries.....	48 12 3				
	Total.....	24,347 15 3				
Spirits: Brandy	United Kingdom	4,901 9 0	{ 10s. per gall.	6s. to 7s. per bottle.	12s. 6d. per gall.	125
	Germany	157 10 8				
	United States.....	42 9 0				
	Other countries.....	27 18 5				
	Total.....	5,129 7 0				
Gin	United Kingdom	505 13 0	{ 5s. per gall.	2s. 6d. to 3s. 6d. per bottle.	{ d	250
	United States.....	7 2 10				
	Other countries.....	12 8 11				
	Total.....	525 4 9				
Whisky	United Kingdom	1,187 5 11	{ 7s. per gall.	{ 8s. per bottle. do	173½
	United States.....	307 15 8				
	Other countries.....	1 19 7				
	Total.....	7,557 1 2				
Sugar, refined ..	United Kingdom	538 2 2	{ 2d. per lb.	4d. per lb.	1d. per lb.	50
	United States.....	1,250 1 8				
	Germany	204 16 0				
	Other countries.....	4 0 2				
	Total.....	2,947 0 0				
Tea	United Kingdom	4,016 11 6	{ 2s. per lb.	{ 3s. 6d. to 4s. per lb.	{ 1s. per lb.	50
	United States.....	169 12 0				
	Other countries.....	141 18 0				
	Total.....	4,328 1 6				
Tobacco: Cigars	United Kingdom	1 2 6	{ 15s. per lb.	5s. per lb.	33½
	United States.....	25 11 3				
	Other countries.....	4 10 0				
	Total.....	31 3 9				
Cigarettes...	United Kingdom	1,718 0 0	{ 2s. 6d. per lb.	{ 3d. per pack..	1s. 6d. per lb..	60
	United States.....	7,487 6 9				
	Other countries.....	285 2 4				
	Total.....	9,487 9 1				
Manufactured.	United Kingdom	576 0 8	{ 1s. per lb.	{ 9d. to 1s. per ½ lb. tin.	{ 1s. 6d. per lb..	150
	United States.....	2,860 12 9				
	Other countries.....	43 1 9				
	Total.....	3,479 15 2				
Unmanufactured.	United Kingdom	133 10 2	{ 4d. per lb.	9d. per lb.	225
	United States.....	2,641 14 6				
	Other countries.....	107 12 6				
	Total.....	2,702 17 2				
Tongues, wet and salted.	United Kingdom	5 5 3	{ £3 8s. per bbl.	{ 10½d. per lb...	15s. per bbl...	22
	United States.....	763 14 4				
	Other countries.....	1 3 10				
	Total.....	770 3 4				
Wood: Pitch pine...	United Kingdom	4 7	{ £3 16s. 6d. per M feet.	{ £5 to £6 per M feet.	{ 9s. per M feet.	11½
	United States.....	32,754 3 1				
	Canada	685 11 8				
	Total.....	33,429 19 8				

Details of imports for 1896-97—Continued.

Articles.	Countries.	Imports.	Value landed.	Retail price.	Duty.	Per-cent- age.
Wood—Cont'd. White pine.	United Kingdom	£ s. d. 9 4	} £4 4s. per M feet.	} £6 to £7 per M feet.	} 6s. per M feet.	10½
	United States	20,321 12 7				
	Canada	2,108 10 5				
	Total	22,430 12 4				
Shingles. Cypress	United States	5,648 17 2	} £1 10s. 6d. per M.	} £2 2s. to £2 6s. per M.	} 6s. per M.	19½
	Canada	7 10 0				
	Total	5,656 7 2				
Boston chips and all others.	United States	335 13 4	} £1 per M.	} {£1 7s. 6d. to £1 10s. per M.	} 4s. per M.	20
	Canada	64 1 0				
	Total	399 14 4				

Articles.	Countries.	Imports.	Landed value.	Duty.
Animals: Horses	United Kingdom	£ s. d. 1,470 0 0	} £23 per head.	Free.
	United States	2,340 13 4		
	Canada	444 16 8		
	Other countries	224 9 10		
	Total	4,479 10 0		
Mules	United States	2,031 15 0	£19 per head.	Free.
Coal and coke	United Kingdom	33,351 0 0	} £1 per ton	Free.
	United States	7,234 17 0		
	Other countries	742 7 9		
	Total	41,308 4 9		
Cement	United Kingdom	11,320 9 1	} £3 per ton	12½
	Canada	77 8 2		
	United States	65 12 6		
	Total	11,463 9 9		
Cordage	United Kingdom	1,911 7 10	} £1 18s. per cwt.	12½
	United States	1,043 6 10		
	Canada	481 3 10		
	Germany	3 19 8		
	Total	3,439 18 2		
Hats: Felt	United Kingdom	6,497 3 8	} 17s. per doz.	12½
	United States	267 11 8		
	Other countries	58 17 1		
	Total	6,823 12 5		
Straw	United Kingdom	10,453 3 2	} 8s. 4d. per doz.	12½
	United States	206 7 1		
	Other countries	8 0 9		
	Total	10,727 11 0		
Unenumerated	United Kingdom	2,515 4 10	} 6s. per doz.	12½
	United States	79 12 10		
	Other countries	25 6 11		
	Total	2,620 4 2		
Leather: Boots and shoes	United Kingdom	33,518 0 1	} £2 per doz.	12½
	United States	21,240 0 9		
	Other countries	1,828 9 8		
	Total	56,586 10 6		

Details of imports for 1896-97—Continued.

Articles.	Countries.	Imports.	Landed value.	Duty.
Leather—Continued.		<i>£ s. d.</i>		<i>Per ct.</i>
Unmanufactured	United Kingdom	2,817 5 5	} £7 18s. 6d. per cwt	12½
	United States	1,362 3 5		
	Other countries	196 9 6		
	Total	4,375 18 4		
Metals:				
Galvanized iron for roofing.	United Kingdom	7,048 5 1	} £10 per ton	12½
	United States	691 16 7		
	Total	7,740 1 8		
Hoops, etc., for fencing	United Kingdom	187 16 10	} £13 5s. per ton...	Free.
	United States	373 6 10		
	Total	561 3 8		
Nails, screws, and rivets	United Kingdom	2,528 5 2	} £15 per ton	12½
	United States	3,594 6 8		
	Other countries	246 10 8		
	Total	6,367 2 6		
Tin plate	United Kingdom	2,136 1 6	} £12 5s. per ton...	12½
	United States	169 19 1		
	Total	2,306 0 7		
Tubes and pipes	United Kingdom	3,951 15 1	} £5 12s. per ton...	12½
	United States	852 3 8		
	Canada	11 0 5		
	Total	4,814 19 2		
Wire fencing	United Kingdom	2,075 5 10	} £9 15s. per ton...	Free.
	United States	5,897 13 4		
	Other countries	105 2 6		
	Total	8,078 1 8		
Milk, condensed	United Kingdom	28,704 13 6	} £16 10s. per case.	12½
	United States	493 6 0		
	Canada	170 11 3		
	Germany	18 2 6		
	Total	29,386 13 3		
Oil, cotton-seed	United States	10,670 0 5	1s. 2d. per gal....	Free.
Paper:				
Unenumerated	United Kingdom	3,717 14 11	} 7s. 4d. per cwt...	Free.
	United States	6,764 7 0		
	Other countries	150 5 8		
	Total	10,632 7 7		
Writing	United Kingdom	1,866 10 5	} £2 16s. per cwt...	Free.
	United States	553 9 7		
	Other countries	61 11 2		
	Total	2,480 11 2		
Soda, alkali	United Kingdom	711 15 9	} 5s. 9d. per cwt...	Free.
	United States	480 4 4		
	Other countries	0 8 5		
	Total	1,192 8 6		
Tallow and grease	United Kingdom	256 17 10	} 18s. per cwt.....	Free.
	United States	3,088 12 1		
	Total	3,345 9 11		

Exports from Jamaica to the United States during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MILK RIVER.					
Sugar	\$12,972.24			\$23,041.92	\$36,014.16
Oranges	2,566.00	\$7,166.92			9,732.92
Total.....	15,538.24	7,166.92		23,041.92	45,747.08
MONTEGO BAY.					
Annotto	14.20	17.38	\$1,887.70	56.14	1,975.42
Cocoanuts	211.56	62.28		243.45	517.29
Coffee	2,402.31	7,597.02	3,884.44	351.84	14,235.61
Cylinders, empty	14.23		11.31	88.19	63.73
Dyewoods:					
Fustic	778.76				773.76
Logwood	7,680.73	4,471.07	7,576.13	6,094.14	25,822.07
Logwood roots	1,535.86	1,532.94	1,261.89		4,320.69
Fruits:					
Bananas	5,307.44	3,205.22	578.84	4,648.13	13,739.63
Citron				1.09	1.09
Cluster fruit		8.02			8.02
Grape fruit	178.20	1,300.51	194.62	81.00	1,754.33
Limes	55.21	3.63		343.82	402.66
Lemons	6.56		1.09		7.65
Mangoes				29.05	29.05
Oranges	18,220.75	37,806.47	1,270.86	534.96	57,833.04
Pines		63.49	.99	523.81	588.29
Shaddock	4.13	3.89	3.16	8.20	19.38
Tangerines	22.11	11.67			33.78
Ginger	278.79	3,261.03	12,616.44	1,245.38	17,401.64
Hides		1.25	8.10	49.34	58.69
Limejuice		22.38		43.06	65.44
Nuts, kola	45.49	21.77			67.26
Pimento	10,918.92	4,011.86	177.54	446.04	15,554.36
Skins, goat	324.35	271.58	246.21	165.88	1,008.02
Sugar	27,864.05	1,977.93	50,892.78	57,086.20	137,820.96
Thatch	1,080.82				1,080.82
Wax, bees		48.00			49.00
Wool			72.58		72.58
Yams	1.82				1.82
Yampols			4.38		4.38
Total.....	76,939.47	65,702.21	80,679.06	71,990.32	295,311.06
PORT ANTONIO.					
Bananas	165,293.85	77,495.20	110,152.19	320,875.11	673,816.35
Barrels		1,168.48	74.62	307.90	1,551.00
Barrels and boxes	827.42				827.42
Boxes		107.46	6.49	4.76	118.71
Beans			9.73		9.73
Cocoanuts	12,065.22	14,454.07	16,895.75	8,153.03	51,568.07
Cocoa	325.03	128.35			453.38
Charges	420.86	170.45	224.79	844.92	1,661.02
Crates		34.67	36.90	119.13	190.70
Casava cakes		2.43			2.43
Cocoanut husks			199.53		199.53
Cucumbers			4.87	1.82	6.69
Clothing and camera			4.87		4.87
Grape fruit	717.63	573.51		45.85	1,334.99
Garden eggs			320.27	369.24	689.51
Ginger			9.73		9.73
Grape juice				31.04	31.04
Limes	160.60		3.04	545.69	709.33
Labor		187.56			187.56
Lime juice				1,083.32	1,083.32
Mangoes			7.30		32.72
Nursery stock				2.02	2.02
Oranges	11,045.49	17,021.07	395.65	2,416.21	30,878.42
Orange seeds .....				.97	.97
Pineapples	44.58			167.00	211.58
Pimento		2,219.40	17,779.46		19,998.86
Propeller			202.77		202.77
Punchoons				202.45	202.45
Returned American goods	1,171.42			227.99	1,399.41
Rum				98.43	98.43
Shaddocks		4.38			4.38
Tomatoes			118.62	324.04	442.66
Tropical plants			101.88		101.88
Yams .....				.97	.97
Total.....					787,984.40

Exports from Jamaica to the United States, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
PORT MORANT.					
Bananas	\$36,332.92	\$31,107.48	\$50,257.90	\$87,114.86	\$204,813.16
Beans			98.16	1.60	99.76
Cocoa				129.72	129.72
Cocoanuts	11,279.24	16,350.84	10,484.62	9,218.35	47,333.02
Cocoanut husk	352.60		258.34	315.46	926.40
Coffee	530.58				530.58
Copper (old)	967.62				967.62
Cucumbers				27.38	27.38
Forbidden fruit	30.80		10.78		41.58
Garden eggs			173.00	142.62	315.62
Grapefruit		124.48	60.82		185.30
Limes	40.40			23.32	63.72
Mangoes			5.60	72.00	77.60
Oranges	607.92	3,570.78	597.18		4,775.88
Pewter (old)	150.10				150.10
Pines				166.52	166.52
Rum			12.00		12.00
Shaddocks		6.16			6.16
Sugar	4,295.28	968.64	1,686.96	5,884.40	12,835.28
Tomatoes			3.20	100.96	104.16
Total.....	54,587.46	52,128.38	63,648.56	102,697.16	273,061.56

ST. CHRISTOPHER.

In response to the Department's instructions, contained in circular of the 10th ultimo, I have the honor respectfully to submit the following information:

Since reporting on the trade of St. Christopher, a year ago, a few points call for special comment; but, as a rule, monotonous depression is the normal condition, and with a languishing industry, the constant complaint about "hard times" is heard on every hand.

SUGAR INDUSTRY.

The planters of sugar cane, unable longer to obtain a profit from their yearly operations, view with deep concern their inability to establish even an equilibrium between income and expenditure. In their distress, they have looked for succor to the home government, but up to the present time, no assistance by means of legislative action, or otherwise, is forthcoming. Such being the case, they have hailed with satisfaction the advent of the Dingley Tariff in the United States as the means by which—thanks to its provisions in regard to bounties—it will be possible for them to place their raw sugar to better advantage on the United States market than hitherto.

In New York, the price of sugar still remains at a low figure; but the crop of the island being now finished, the planters are complacently waiting for that improvement in the United States market which the reduction of the present heavy supply must cause, and of which they count on taking advantage when next year's crop is ready for shipment.

In consideration of the poor and disheartening result of cane cultivation, the planters have been advised from time to time to experiment with other plants, with the view of their eventually taking the place of the cane, but it is generally conceded that such a course would lead only to disaster. No industry can be successfully established as a substitute, the special conditions required for the proper growth of cocoa, as in Trinidad and Grenada, coffee as in Guadeloupe, and fruit as in Jamaica, being absent.

Shipments of sugar to New York will recommence next year; but in 1889, owing to the cessation of work on certain plantations, the supply will be very limited.

Parties interested in sugar are awaiting the report of the Royal Commissioners, who this year visited the West Indies before making any definite plans or arrangements for their future action; but, assuming that the report will contain recommendations calculated to ameliorate the present state of things, the time will have passed for the proper preparation of the soil and the putting in of new cane plants so as to bring cultivation up to its normal condition.

IMPORTS.

With the principal industry thus crippled, the effect on trade in general has been correspondingly depressing.

Importations to supply the actual necessities of life are still made, but money can not be spent with the same free hand as when business flourishes.

Statistics concerning imports would show little variation from those submitted last year, and in view of the fact that "the department is not so much concerned as to obtaining detailed figures with the stamp of official accuracy as in securing an intelligent survey of the industrial activity and general tendencies of trade," I have omitted a tabular statement, especially as the one forwarded in my report for 1896 will give a fair idea as to the average yearly importations.

UNITED STATES GOODS.

In this connection, however, it is gratifying to me to be able to report that recently, certain classes of United States goods have taken a firm hold on the market, as the result of their elegant finish, durability, and low price.

Boots and shoes may be instanced. A pair of good quality shoes can be bought at the very low rate of \$1.68, and the former in proportion.

Cotton goods.—Importations of cotton goods of choice quality have been made, but are considered too high for the pocket of the laborer, so that importers, with the view of meeting the very limited means of the masses, still keep up their supplies of cheap Manchester fabrics, which can be placed on the market at 5 or 6 cents per yard by retail.

Tools of United States manufacture are also well considered here, and the same can be said of furniture, a supply of which can always be found on hand. Costly pieces are, however, obtained only when the demand arises.

Bicycles.—Some cheap American bicycles have recently been imported, but the craze for that style of locomotion has not yet been developed to any appreciable extent, which is principally due to the impoverished state of the Island.

United States sewing machines and clocks are extensively used, and watches to a certain extent.

Carriages are imported almost exclusively from the United States, their extra finish, lightness, and low cost being their recommendation.

I consider reference to American breadstuffs, salt, provisions, tobacco, lumber, shocks, kerosene oil, and many other staple products unnecessary, as in my report last year it was clearly demonstrated that the bulk of importations come from the United States. In fact, without the American market from which to draw supplies of food stuffs, famine, would soon exist.

By every mail, letters are received at this agency from manufacturers and others in the United States soliciting information in regard to their special products. Every letter receives my attention, and advices as to the market are promptly furnished, together with any suggestions which the special case might call for.

EXPORTS.

In the yearly statement of exports to the United States to June 30, 1897, already forwarded to the Department, it will be seen that the total value amounted to \$472,931.25.*

RECIPROCITY.

The reciprocity clause in the new tariff will, without doubt, be considered on this side. The matter has already been mooted in the local press, but when contracting parties do not meet on equal terms, the working of the compact is sure to lead to disappointment.

In these islands, people can not dispense with United States food stuffs at any price, while the United States can easily do without their sugar by getting supplies elsewhere. Under the circumstances, the possibility of a satisfactory arrangement seems remote. Without the quid pro quo, a reciprocity treaty, in my humble opinion, would be inadmissible on the part of the United States.

On this side, any concessions made in the customs tariff as regards American products would have to be met by some other tax, as the revenue obtained on the present lines of taxation fails to cover the expenditure.

PACKING AND MARKING; SHIPPING FACILITIES.

Unfavorable comments are never heard here relative to the packing of goods in the United States for export, while the system of marking leaves nothing to be desired. At the same time, there does not exist any law requiring goods to be marked so as to show their country of origin or manufacture.

As regards freight and other shipping facilities, more favorable conditions could hardly exist. Steamers call here from New York at intervals of ten to fifteen days and deliver at moderate rates (about 25 cents per barrel) at the doors of the importers American products and manufactures shipped to them by their agents in the States. These goods are paid for in advance from the sale of sugar, but in many instances are obtained on a credit of ninety days, the charge of the commission house making the purchases being $2\frac{1}{2}$ per cent. Breadstuffs, etc., are also to a considerable extent sent here on consignment.

EXCHANGE AND BANKING.

Exchange is exceedingly moderate, the premium on drafts at ninety days sight on London being 1 per cent, which never varies; while the fluctuations between the London and New York exchanges cause the rate on sight drafts on New York to vary here from par to about 1 per cent.

The only banking institution in the island is a branch of the Colonial Bank of London. Money is received on deposit at the rate of 3

* Given in detail further on.

per cent per annum interest. Promissory notes issued by planters and merchants for ninety days are discounted at the rate of 8 per cent per annum, and if renewed at maturity the rate increases to 10 per cent.

It is contrary to the bank regulations for advances to be made against crops, as is the case with the banks in the French colonies. Money is loaned on a promissory note only, reliable indorsers or sureties being indispensable.

Bills of exchange are issued and purchased on London, New York, Paris, etc., as well as intercolonial drafts.

The capital of the institution is \$10,000,000, distributed among the various branches and agencies in the West Indies and New York as local needs demand.

The bank staff consists of a manager, a cashier, and an accountant.

CURRENCY.

British silver is the coin in general use, the shilling being worth 24 cents.

Sovereigns are seldom seen in trade. They are taken at \$4.80 at the bank and issued at \$4.85. American gold is received at the bank at 1½ per cent discount, equal to 32 cents on a \$20 piece, and issued at par. It is, however, to a great extent, taken at its face value in general trade.

Bank paper is another circulating medium, issued in \$5 notes and payable on demand. The St. Kitts issue is redeemed at par, but the paper of the branches of the same bank in the other British islands is received at 1 per cent discount, the \$5 notes being worth only \$4.95. This system is followed in all the branches, where it is the rule to discount the paper of any other branch than their own, at the rate of 1 per cent.

CUSTOMS RULES, PORT REGULATIONS, AND WHARF DUES.

The customs rules and port regulations are applied to British vessels and those of other nationalities alike, there being no discrimination whatever. All goods received on the Government pier pay wharfage at the rate of 4 cents per barrel, while merchandise in transit has to stand an additional charge of 4 cents when shipped.

HARBOR FACILITIES.

Vessels of all classes, and steamers in particular, have the greatest facilities extended to them in discharging or loading, and if work is done at night the only additional expense, as far as the custom-house is concerned, is a fee to the revenue officer according to the time occupied, which is his own perquisite.

Ships anchor in an open roadstead, and all cargo has to be laden or discharged by means of lighters from 5 to 8 tons burden, and carrying from 80 to 100 barrels.

The rate for lighterage is 4 cents per barrel.

The average number of tons per day loaded on steamers is from 400 to 500, and on sailing vessels about 150.

The average number of tons per day discharged from steamers is about 300, and from sailing vessels 100 to 150.

Pilotage is not compulsory; in fact, the generally favorable conditions, such as the absence of reefs, banks, and bars, on approaching the

port, together with the ample depth of water at the anchorage, render the services of a pilot unnecessary.

Wages per day for loading amount to 72 cents, and for discharging, 8 cents per hour, working from 6 a. m. to 6 p. m., with interval for breakfast.

The average rise and fall of the tide is about 18 inches.

The trade wind prevails as a rule, but occasionally a south wind blows which causes the anchorage to be rough, as the roadstead is open in that direction, and frequently heavy rollers break on the beach.

Stone ballast is delivered on board at 60 cents per ton, and discharged at the rate of 24 cents per ton.

Water is abundant and good, and is delivered on board vessels by means of casks in boats filled by a hose alongside the pier, at the rate of 36 cents per 100 gallons.

There are no port, light, anchorage, or wharf dues payable by vessels. The "package dues," with cargo in or out, amount to 24 cents per ton landed or shipped.

Fresh meat is plentiful, and fresh fruit and vegetables are abundant and cheap.

TELEGRAPH AND CABLE SERVICE.

The West India and Panama Telegraph Company, Limited, worked by English capital, is the only concern of the kind in the island. Cable communication is complete with all parts of the world.

The rates are as follows:

WEST INDIES, ETC.

	Tariff per word. ¹	Equiv- alent.		Tariff per word. ¹	Equiv- alent.
	<i>s. d.</i>			<i>s. d.</i>	
Antigua*	2 3	\$0.06	Haiti—Continued.		
Barbados*	2 1	.50	Gonaives, Jacmel, Mirago-		
British Guiana:			ane, Le Petit Goave, St.		
Georgetown	4 3	1.03	Marc	8 11	\$2.16
Other stations	*4 3	1.03	Jamaica:		
Colon	7 9	1.88	Kingston and Holland Bay ..	4 8	1.13
Cuba:			Other stations	*4 8	1.13
Cienfuegos	6 5½	1.56	Martinique:		
Havana	7 3½	1.77	St. Pierre*	1 1	.26
Santiago	5 2	1.25	Other stations*	*1 1	.26
Other stations	(*)		Panama	8 7	1.08
Curacao	9 8	2.44	Puerto Rico:		
Dominica*	10	.20	San Juan*	1 2	.28
Dutch Guiana	*1 10	.44	Other stations*	*1 2	.28
French Guiana:			Santo Domingo, all stations	9 4	2.28
Cayenne	*3 8	.84	Santa Cruz*	1 1	.26
Other stations	*3 8	.88	St. Lucia*	1 4	.32
Grenada*	2 0	.48	St. Thomas*	10	.20
Guadeloupe:			St. Vincent*	1 7	.38
Basse Terre*	7	.14	Trinidad:		
Point à Pitre*	8	.16	Port of Spain	2 6	.60
Haiti:			San Fernando	2 7	.62
Mole St. Nicholas	7 3	1.76	Venezuela	11 5	2.77
Port au Prince and Cape					
Haitien	8 3½	2.01			

* The minimum charge is 5s.; any number of words can be sent for this sum up to the number which, at the tariff per word, would come to 5s.; thereafter each word is charged at the above word rate.

¹ If a word contains over nine letters, it pays double.

² Add 6d. per message.

³ 2d. per word more than above rates, according to route.

⁴ Add rate to St. Pierre, Martinique.

⁵ Add 1s. per message.

⁶ Add 5d. per message.

⁷ Add 3d. per word, except on five words in address.

NORTH AMERICA AND EUROPE, VIA HAVANA.

	Tariff per word.	Equiv. alent.		Tariff per word.	Equiv. alent.
United States:	<i>s. d.</i>			<i>s. d.</i>	
Florida, Key West	7 11	\$1. 02	British Columbia	9 10	\$2. 38
Florida, other stations	8 6½	2. 07	Great Britain and Ireland,		
East of Mississippi	8 11½	2. 17	France, Germany	10 0	2. 43
Galveston	8 11½	2. 17	Norway, Denmark	10 5	2. 53
West of Mississippi	9 4½	2. 27	Italy, Holland	10 3½	2. 50
Cape Breton	9 4½	2. 27	Spain:		
Vancouver Island	9 4½	2. 27	Barcelona	10 6½	2. 56
Nova Scotia, New Brunswick,			Other stations	10 7½	2. 58
Canada, and Manitoba	9 2½	2. 23	Austria-Hungary	10 4½	2. 52
Prince Edward Island	9 8½	2. 35	Belgium, Switzerland	10 2½	2. 48
Newfoundland, St. Pierre, Mique-					
lon	9 10	2. 38			

TELEPHONE SERVICE.

This is under Government control and covers the entire island. All plantations, business houses, and private dwellings, with but few exceptions, make use of the wire, for which the yearly charge is \$24.

TRANSPORTATION FACILITIES.

Internal transportation is of a most primitive nature, the old-fashioned ox cart being still used for bringing produce to the shipping point and taking back plantation supplies. It often happens that for the removal in such a cart, from the country to town, of one hogshead of sugar weighing about a ton, six or eight oxen serve as the motive power.

Carriages and saddle horses are used generally as a means of locomotion. The roads are excellent, being macadamized, and kept in good condition.

A few years ago, a Canadian engineer proposed to build a railroad around the island, provided the local government would guarantee a certain yearly subsidy, but owing to the state of the finances, the proposed enterprise had to be abandoned. The entire line would require only thirty miles of railway—a bagatelle in the United States.

Coastwise transportation is occasionally done by lighters of about 5 or 8 tons burden.

Ocean transportation is conducted on the most favorable lines, and affords means for steam communication with all parts of the world.

The steamers making this a port of call are those of the Royal Mail Steam Packet Company, under contract with the British Government for the mail service between England and the West Indies. The European mails are received and dispatched fortnightly. The intercolonial steamers belonging to this line are the *Eden*, *Solent*, *Esk*, etc. Besides the European, these steamers take and bring mails to and from the Windward and Leeward islands.

The steamers of the Quebec Steamship Company, with headquarters at Quebec, Canada, and the principal agency at New York, serve as the principal means of communication between United States ports and this island. The ships representing this line are the *Madiana*, *Pretoria*, *Fontabelle*, and *Caribbee*. These steamers have no fixed dates for sailing, but call here about every ten or fifteen days from New York. They bring American breadstuffs and other goods at moderate rates of freight, also the United States mails, and take back sugar. They afford every facility to shippers. They convey in the winter

months many tourists from the States longing for a glimpse of tropical vegetation and perpetual sunshine; but in most cases, the reality does not come up to the expectation, so that they are glad when, homeward bound, every revolution of the propeller sends them farther from heat and mosquitoes.

The Canadian steamers owned by Pickford and Black, of Halifax, Nova Scotia, are the *Duart Castle* and *Taymouth Castle*. They call here monthly from British North American ports with codfish, herrings, shingles, butter, etc., and bring the Canadian mails. On their return voyage they take sugar and molasses and the mails to the British North American provinces.

Then there is the "Direct Line," owned by Scrutton Sons & Co., of London, running to and from the West Indies. The ships of this company are the *Atlantis*, *Spheroid*, *Saba*, *Sibun*, etc.

All the steamers of the four lines referred to are under the British flag.

Besides these, the Norwegian steamship *Talisman*, plying between New York and these islands, calls here occasionally to land bread-stuffs, lumber, and other United States goods.

QUARANTINE.

Thanks to telegraphic communication, prompt information is given on the appearance of any disease of an infectious or contagious nature, enabling the health authorities of the port to immediately enforce the most stringent regulations and to place vessels arriving from infected ports under strict quarantine. In this respect, greater care could not be taken, and with an efficient medical staff always on hand, little apprehension of the outbreak of an epidemic is entertained.

BUSINESS LICENSES.

All foreigners can come here and engage in trade on the same footing as the natives, there being no discrimination of any kind. A license is not required, except for carrying on a retail liquor business, and then all have to pay alike.

Commercial travelers can bring their samples of merchandise and offer them without difficulty to local business men. Instead of obstacles being put in their way, they are rather welcomed.

Passports are not exacted here on the arrival of strangers, and there is no law in force requiring passports to be taken out on leaving the island.

MERCHANT MARINE.

Only small sailing vessels are registered here. There are none in the course of building, and for many years, one has not been purchased from other countries. There are no laws or regulations of a discriminating character affecting American vessels, which enjoy the same port facilities as those of any other nationality.

The fact is, however, that an American vessel is a *rara avis* in these waters, nearly the entire carrying trade being done by British shipping.

POSTAL RATES.

The rate of postage to all parts of the world included in the Universal Postal Union is 5 cents for one-half ounce, and 2 cents in the Leeward Islands Colony.

And here I think it necessary to draw the attention of the Department to the fact that the establishment of a direct "parcels post" between the United States and St. Christopher would lead to increased business. Parties wishing certain small supplies from the States find that the use of Antigua as the exchange office causes delay and inconvenience. The result is that their orders are sent elsewhere.

The commission charged on postal orders to the United Kingdom amounts to 10 cents on every pound sterling (\$4.86) or part thereof.

Tariff of postal rates at St. Christopher, West Indies.

Description of correspondence.	Weight.	To all countries of the Universal Postal Union.	In the Leeward Islands Colony.
Letters	1 ounce	d. cts. 2½=5	d. cts. 1=2
Newspapers and books	2 ounces	½=1	½=1
Commercial documents	8 ounces	2½=5	2½=5
Do	Above 8 ounces at the same rate as newspapers and books.		
Parcels	Not exceeding 11 pounds or over 6 feet in length and girth combined.		
	To England	7=14	
	To United States	6=12	
	Intercolonial	6=12	
	To continent and all other places.	Special rates.	

NOTE.—The "simple port" of 25 centimes (reckoned as the equivalent of 5 cents), as fixed by the postal convention of Paris in 1878, is the full amount on letters, the "surtaxe maritime," which said convention sanctioned, not having been adopted.

ELECTRICITY.

No electrical plant of any importance exists here, but electricity is destined at no remote date to be as extensively used throughout the West Indies as in any other part of the world.

At present, the only drawback in this island is the consideration of cost as compared with the low finances of the colony. With an abundant supply of water constantly coming from the mountain, a motive power is now lying dormant, awaiting the day when it will be the means of driving the electric current to take the place of the antiquated oil lamps now used in the town of Basse-Terre.

LEWIS H. PERCIVAL,
Vice Commercial Agent.

ST. CHRISTOPHER, September 6, 1897.

SUPPLEMENTARY REPORT.

I desire to correct the statement made in my report of the 6th instant, that statistics concerning imports would show little variation from those submitted last year. Instead of this being the case, there has been a decrease, estimated at 15 per cent by customs officials, so that the value of special importations identical to those referred to in 1896 would be \$393,385.44.

The cause, as far as food stuffs are concerned, is to be attributed not

only to depression in trade, but to an abundant supply of domestic vegetables and fruit. Exceptionally favorable weather produced these, and caused also an increase in the quantity of sugar manufactured.

Cotton goods.—The article referred to “as being too high for the pocket of the laborer” is white cotton. The texture and finish are excellent, but the masses give the preference to the same goods of English manufacture. The objection raised is that it is not “sized” like the English. This “sizing” means that a certain stiffening substance is used which makes the cloth appear thicker, while it is so put in that if the cloth is rubbed between the fingers the “size” remains firm. What benefit is thus derived I can not explain. The United States cotton is more limp, and is thoroughly free from any “make-up” of this kind.

The qualities generally imported from England cost at places of production $3\frac{1}{2}$ and 4 to $4\frac{1}{2}$ cents per yard, and sell here at 5 and 6 cents by retail.

The United States cotton costs 8 to $8\frac{1}{2}$ cents and sells at 12 cents, while the English which sells at the same, 12 cents, costs from $7\frac{1}{2}$ to 8 cents.

A certain kind of gray domestic (unbleached cotton) of English manufacture is also imported here. The first cost is $2\frac{3}{4}$ and $3\frac{1}{4}$ to $3\frac{1}{2}$ cents and the retail prices are 4 and 5 cents.

American prints are not popular in this island, on account of the designs or patterns, also the lack of stiffening, as in white cotton. It would, however, be impossible to explain here just what is wanted. This market takes as a rule a very cheap article, costing in England from 4 to $4\frac{1}{2}$ and $5\frac{1}{4}$ to $5\frac{1}{2}$ cents per yard and retailing at 6 and 8 cents.

United States manufacturers could place themselves in communication with the importers at this place, with the view of having the special needs of the market thoroughly explained.

The importers of dry goods are R. R. Kirkwood & Co. (the Scotch House), Wade & Abbott, W. Williams, George Horne, D. S. Blake, Rankin & Munro, D. Hope Ross, Margaret Meggs, and A. Mondésir.

On the other hand, seven-eighths of the blue drills used, and large quantities of cotton canvas and duck, are of American manufacture. The first cost of the drills is from 8 to 10 cents, and the retail price is from 12 to 16 cents.

Glassware, lamps, and white stoneware are imported principally from the United States, and packing trunks to a certain extent.

LEWIS H. PERCIVAL,
Vice Commercial Agent.

ST. CHRISTOPHER, *September 16, 1897.*

TRINIDAD.

I have the honor, in pursuance to Department of State circular dated 10th of August, 1897, to forward herewith the report called for by said circular. Generally speaking, business is in a healthy condition, merchandise being bought and paid for by the usual business methods. Payments for goods purchased by local dealers from local importers range from three months negotiable paper to cash, two off, fourteen days. Sight bills on New York are available at from one-fourth of 1 per cent discount to one-fourth of 1 per cent premium; average about par. Local rate of discount is 6 per cent per annum. The following tables

will show in detail the amount, kind, and value of goods imported, and exports of products of this island; also the total imports and exports for the years 1895 and 1896. This island is 1,331 miles nearer New York than to the principal European ports. Freight rates are about 50 per cent less in all-round cargoes in favor of United States shippers. The time required from New York to Trinidad is from eight to twelve days' less than from European ports. There are three regularly established steamship lines from America to Trinidad.

The Trinidad Line sails fortnightly from New York via Grenada direct to Trinidad, requiring nine to ten days to make the passage. The subsidized Dutch Line sails every three weeks from New York via the principal West India Islands to Trinidad, requiring twenty to twenty-two days for the passage. Pickford & Black's Line sails fortnightly from Halifax and St. Johns via the Bermudas and principal West India Islands, requiring twenty-five to twenty-six days for the passage. Besides, there are many sailing vessels chartered by local importers. All values given in the tables are in sterling, owing to the limited time allowed the preparation of this report; for the same reason it will be impossible to furnish accurate data in detail as to the requirements of this market concerning the best methods of boxing, packing, labeling, finish required, assortments, widths, etc. United States bricks, corrugated galvanized iron, cement, paints and oils, malt liquor in glass, powder, shirtings and sheetings, prints, etc., find slow sale; while shelf hardware, sand paper, emery cloth, certain lines of cotton goods, flour, kerosene oil, firearms, ammunition, bread, furniture, hay, lard, beef (all kinds), implements, etc., seem to find ready markets. I shall supplement this report from time to time with a series of reports and endeavor to furnish in detail such information as may be desired by American manufacturers.

ALVIN SMITH, *Consul*.

TRINIDAD, *January 19, 1898.*

Imports from principal countries, 1895 and 1896.

	1895.		1896.	
	Value.	Equivalent. ¹	Value.	Equivalent. ¹
France.....	£80,900	\$393,000	£94,272	\$457,000
Germany.....	39,895	193,000	50,180	243,000
Holland.....	16,261	78,000	24,967	121,000
Spain.....	21,172	102,000	23,346	114,000
Austria.....	5,869	28,000	10,700	52,000
Italy.....	269	1,300	145	700
Portugal.....	7,101	34,000	3,969	19,000
Switzerland.....	259	1,200	5,185	25,000
Belgium.....	823	3,900	1,213	5,900
Denmark.....	238	1,100	173	800
French West Indies.....	4,988	24,000	3,215	15,000
Spanish West Indies.....	802	3,800	320	1,500
Danish West Indies.....	1,290	6,000	1,354	6,300
United States.....	443,477	2,158,000	458,484	2,231,000
Venezuela.....	395,788	1,921,000	524,042	2,550,000
Other South American countries.....	15,818	77,000	40,196	194,700
United Kingdom.....	988,553	4,810,000	978,566	4,762,000

¹In round numbers.

Total exports:

1895.....	£4,341,968 = \$21,130,000
1896.....	4,629,345 = 22,528,000

TRADE STATISTICS.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS.

[Value in pounds sterling, \$4.8665 American money.]

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged.
Arms and ammunition:						
Guns, revolvers, etc.	United Kingdom.	Number	121	£197		
	France	do	12	10		
	Germany	do	104	88		
	United States	do	280	441		
	Belgium	do	39	35		5s. (\$1.21) each.
Gunpowder....	United Kingdom.	Pounds	20,000	975		
	do	Pounds	7,200	154		Free.
	United States	Pounds	50	2		7d. (14 cents) per lb.
Ammunition...	United Kingdom.	Value		£93	111	
	do	Value			121	Free.
	Germany	Value		8	5	
	United States	do		898	1,097	
	Belgium	do		2	2	5 per cent ad valorem.
Dynamite.....	United Kingdom.	Pounds			32	Free.
Boots and shoes.	do	Value		9,852	11,339	
	France	do		123	129	
	Germany	do		390	448	
	Switzerland	do		194	223	
	Austria	do		289	231	
	United States	do		859	987	
	British Guiana	do		30	34	5 per cent ad valorem.
Bread	United Kingdom.	Barrels	724		1,095	
	United States	do	9,048		4,135	1s. (24 cents) per bbl.
Bricks	United Kingdom.	Number	686,000		4,008	3s. (72 cents) per 1,000.
Butter	do	Pounds	30,318		1,432	
	British North America.	do	1,211		54	
	British West Indies.	do	8,250		350	
	France	do	254,254		7,711	
	Germany	do	1,900		74	
	Holland	do	1,236		80	
	Denmark	do	1,800		135	
	United States	do	25,924		777	1d. (2 cents) per lb.
Carriages:						
Four-wheeled..	British North America.	Number	3		87	
Do.....	British West Indies.	do	2		39	
Do.....	United States	do	2		329	
Do.....	United Kingdom.	do	1		144	£7 (\$33.84) each.
Two-wheeled..	do	do	1		11	£4 (\$19.46) each.
Candles.....	do	Value		1,843	2,401	
	United States	do		10	13	
	Holland	do		36	46	5 per cent ad valorem.
Cement.....	United Kingdom.	Barrels	19,092		9,255	
	Germany	do	2,782		1,133	
	France	do	200		120	6d. (12 cents) per bbl.
	United Kingdom.	Barrels	4,620		2,240	Free.
Cinnamon, spices, etc.	United Kingdom.	Value			106	
	British West Indies.	do			13	
	United States	do			8	Free.
Cheese	United Kingdom.	Pounds	6,286		224	
	British North America.	do	4,512		84	
	France	do	2,266		74	
	United States	do	90,011		2,629	
	Venezuela	do	6,238		42	
	Holland	do	60		2	1d. (2 cents) per lb.
Coal and coke.....	United Kingdom.	Tons	3,720		3,725	
	British West Indies.	do	16		17	
	United States	do	995		963	Free.

¹ Imported for use of colonial government and admitted free of duty.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged.
Cocoa and chocolate (manufactured).	United Kingdom.	Value.....	.....	£202	£281	5 per cent ad valorem.
Coffee.....	Dutch West Indies.	Pounds.....	11,016	.....	307	.....
	United States.....	do.....	28,947	.....	671	.....
	Venezuela.....	do.....	238,160	.....	5,248	Free.
Cordage and twine.	United Kingdom.	Value.....	.....	924	1,200	.....
	Spain.....	do.....	.....	107	139	.....
	Germany.....	do.....	.....	69	89	.....
	United States.....	do.....	.....	794	1,032	5 per cent ad valorem.
Confectionery.....	United Kingdom.	do.....	.....	1,165	1,514	.....
	United States.....	do.....	.....	45	120	.....
	France.....	do.....	.....	8	10	Do.
Corn, oats, maize, etc.	Germany.....	Bushels.....	742	.....	80	.....
	Venezuela.....	do.....	299	.....	42	.....
	United States.....	do.....	74,634	.....	8,220	.....
	British West Indies.	do.....	2,300	.....	443	.....
	British North America.	do.....	8,227	.....	804	.....
	Holland.....	do.....	800	.....	63	4d. (8 cents) per bu.
Dholl.....	United Kingdom.	Pounds.....	686,908	.....	3,655	.....
	British East Indies.	do.....	48,280	.....	172	Free.
Earthen and glass ware.	United Kingdom.	Value.....	.....	2,973	4,559	.....
	Germany.....	do.....	.....	3,555	4,059	.....
	Holland.....	do.....	.....	27	29	.....
	France.....	do.....	.....	431	665	.....
	Austria.....	do.....	.....	185	202	.....
	Belgium.....	do.....	.....	41	71	.....
	United States.....	do.....	.....	211	315	5 per cent ad valorem.
	United Kingdom.	Value ¹.....	.....	.....	157	Free.
	France.....	Value ².....	.....	.....	16	Do.
Eggs.....	British West Indies.	Value.....	.....	.....	65	Do.
Fireworks.....	United States.....	Pounds.....	28	.....	3	.....
	United Kingdom.....	do.....	114	.....	34	.....
	Other British colonies.	do.....	860	.....	24	1s. 3d. (30 cents) per lb.
	United Kingdom.	Pounds ¹.....	.....	.....	300	Free.
Fish, all kinds.....	do.....	Pounds.....	132,622	.....	1,802	.....
	British West Indies.	do.....	655,920	.....	4,280	.....
	British North America.	do.....	3,080,528	.....	20,929	.....
	British Guiana.....	do.....	23,630	.....	216	.....
	Portugal.....	do.....	1,250	.....	40	.....
	Spain.....	do.....	24,850	.....	329	.....
	United States.....	do.....	309,210	.....	2,896	Do.
Flour.....	do.....	Barrels.....	70,125	.....	60,997	3s. 4d. (80 cents) per bbl.
Fruit (fresh).....	British West Indies.	Value.....	.....	.....	155	.....
Fruit.....	United States.....	do.....	.....	.....	19	Free.
Furniture.....	United Kingdom.	do.....	.....	1,804	2,254	.....
	British West Indies.	do.....	.....	80	100	.....
	Germany.....	do.....	.....	186	232	.....
	France.....	do.....	.....	12	15	5 per cent ad valorem.
	Austria.....	do.....	.....	22	27	.....
	Belgium.....	do.....	.....	112	140	.....
	Portugal.....	do.....	.....	66	81	.....
	United States.....	do.....	.....	1,517	1,895	.....
	Venezuela.....	do.....	.....	10	12	5 per cent ad valorem.
Ghee.....	United Kingdom.	Pounds.....	4,000	.....	101	.....
	British East Indies.	do.....	5,920	.....	224	1d. (2 cents) per lb.
Hardware:						
Cutlery.....	United Kingdom.	Value.....	.....	367	440	.....
	Germany.....	do.....	.....	51	60	.....
	Austria.....	do.....	.....	29	34	.....
	United Kingdom.	Value ¹.....	.....	12	12	Free.
	France.....	Value.....	.....	19	22	5 per cent ad valorem.

¹Imported for use of colonial government and admitted free of duty.

²Imported for use of Catholic Church and admitted free of duty.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges.	Rate of duty charged.
Hardware—Cont'd. Implements, tools, etc.	United Kingdom.	Value.....	.....	£1,011	£1,213	
	British North America.	do.....	.....	10	12	
	Holland.....	do.....	.....	18	21	
	French West Indies.	do.....	.....	8	9	
	United States.....	do.....	.....	955	1,145	5 per cent ad valorem.
Iron, building..	United Kingdom.	Value ¹.....	.....	499	499	Free.
	do.....	Value.....	.....	3,409	4,078	5 per cent ad valorem.
Jewelry, clocks, watches, etc.	do.....	do.....	.....	1,108	1,329	
	British North America.	do.....	.....	95	114	
	France.....	do.....	.....	162	194	
	Danish West Indies.	do.....	.....	49	58	
	United States.....	do.....	.....	327	392	
All not above enumerated.	Venezuela.....	do.....	.....	239	286	
	United Kingdom.	Value ¹.....	.....	1,058	1,058	Do.
	British West Indies.	Value.....	.....	19,299	22,906	Free.
	do.....	do.....	.....	237	293	
	British East Indies.	do.....	.....	132	158	
	France.....	do.....	.....	261	313	
	Germany.....	do.....	.....	442	530	
	British Guiana.....	do.....	.....	19	22	
	Holland.....	do.....	.....	33	39	
	Austria.....	do.....	.....	13	15	
	Belgium.....	do.....	.....	4	5	
	French West Indies.	do.....	.....	104	124	
	United States.....	do.....	.....	5,476	6,570	
	Venezuela.....	do.....	.....	76	90	5 per cent ad valorem.
	United Kingdom.	Value ¹.....	.....	9,001	9,001	Free.
	United States.....	do.....	.....	17	17	Do.
	do.....	Value.....	.....	1,072	1,325	
	Germany.....	do.....	.....	3	4	
	British North America.	do.....	.....	159	206	5 per cent ad valorem.
Hides.....	British West Indies.	No.....	411	.....	82	
Ice.....	British Guiana.....	do.....	301	.....	188	
	Venezuela.....	do.....	3,064	.....	1,499	Free.
	British West Indies.	Tons.....	86	.....	124	
Lard.....	United States.....	do.....	1,798	.....	462	Do.
	do.....	Pounds.....	464,300	.....	7,544	4s. 2d. (\$1), per 100 lbs.
Leather: Saddlery, etc.	United Kingdom.	Value.....	.....	987	1,222	
	France.....	do.....	.....	53	63	
	United States.....	do.....	.....	102	125	
	Venezuela.....	do.....	.....	10	12	5 per cent ad valorem.
	do.....	do.....	.....	.....	.....
All kinds (man- ufactured).	United Kingdom.	do.....	.....	352	408	
	Germany.....	do.....	.....	1	2	
	United States.....	do.....	.....	20	23	
	Switzerland.....	do.....	.....	18	23	
	United Kingdom.	Value ¹.....	.....	928	928	Do.
	do.....	Value.....	.....	865	1,064	Free.
	Germany.....	do.....	.....	134	155	
	France.....	do.....	.....	117	134	
	British Guiana.....	do.....	.....	154	177	
	United States.....	do.....	.....	64	73	5 per cent ad valorem.
Machinery.....	United Kingdom.	do.....	.....	.....	11,442	
	British West Indies.	do.....	.....	.....	68	
	Germany.....	do.....	.....	.....	5	
	British Guiana.....	do.....	.....	.....	4	
	United States.....	do.....	.....	.....	1,510	Free.
Manure.....	United Kingdom.	Tons.....	1,740	.....	10,339	
	British West Indies.	do.....	197	.....	2,065	
	United States.....	do.....	12	.....	105	Do.

¹ Imported for use of colonial government and admitted free of duty.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged.
Malt liquor:	United Kingdom	Gallons	9,027	£595	10 d. (20 cents) per gal.
	In wood	United States.....do	849	.....	103
In glass	United Kingdom	Dozen quarts	37,755	14,616	1s. 6d. (36 cents) per doz. qts.
	British North America.	.....do	24	.....	5
	Holland .....	.....do	608	.....	206
	Germany .....	.....do	6,644	.....	1,816
	United States .....	.....do	1,798	.....	525
	British Guiana .....	.....do	83	.....	10
Matches	United Kingdom	Gross boxes ..	1,773	168	2s. 6d. (60 cents) per gross.
	Dutch Guiana .....	.....do	659	.....	74
	Holland .....	.....do	395	.....	22
Meal (not wheaten)	United Kingdom	Barrels	188	235	1s. 6d. (36 cents) per bbl.
	United States.....do .....	.....do	2,941	.....	1,796
	British West Indies.	.....do	350	.....	215
Meats (all kinds)	United Kingdom	Pounds	38,734	901	Free.
	British North America.	.....do	9,229	.....	100
	France .....	.....do	491	.....	37
	Germany .....	.....do	2,109	.....	63
	United States .....	.....do	2,119,421	.....	19,183
	South America .....	.....do	154,200	.....	410
Medicines	Venezuelado	510	8	5 per cent ad valorem.
	United Kingdom	Value .....	.....	£28,255	3,975
	British North America.	.....do .....	.....	.....	172
	Germany .....	.....do .....	.....	569	129
	France .....	.....do .....	.....	403	501
	United States .....	.....do .....	.....	1,496	1,831
Milk (condensed and preserved).	United Kingdom	Value ¹	520	Free.
	.....do	Value .....	.....	5,460	7,091
	Germany .....	.....do .....	.....	53	68
Musical instruments.	Switzerlanddo	4	5	5 per cent ad valorem.
	United Kingdom	.....do .....	.....	811	895
	Dutch West Indies.	.....do .....	.....	10	13
	Portugal .....	.....do .....	.....	17	21
	Germany .....	.....do .....	.....	16	19
	British North America.	.....do .....	.....	13	15
Oils:	United Statesdo	24	28	5 per cent ad valorem.
	United Kingdom	Value ¹ .....	.....	.....	111
	.....do .....	.....do .....	.....	.....	182
	Edible	Gallons	470	.....	2,109
	France .....	.....do	7,823	.....	141
	United States .....	.....do	1,789	.....	126
Creosote	United Kingdom	Value	87	126	5 per cent ad valorem.
Kerosene	United States	Gallons	229,228	8,746	9d. (18 cents) per gal.
Larddodo	357	33	1s. 3d. (30 cents) per gal.
Cocoanutdodo	115	16	Do.
All others	British East Indies.	.....do	48	.....	5
	United Kingdomdo	9,960	988	1s. 3d. (30 cents) per gal.
	British East Indies.	.....do	208	.....	45
	British North America.	.....do	141	.....	18
	British West Indies.	.....do	2,944	.....	186
	Other British colonies.	.....do	5	.....	5
	France .....	.....do	9	.....	45
	United States .....	.....do	2,606	.....	280
	United Kingdom	Gallons ¹	100	.....	15
	United States .....	.....do	490	.....	26
	.....do .....	.....do .....	.....	.....	26

¹ Imported for use of colonial government and admitted free of duty.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged.
Oil meal	United States	Pounds	3,088,905	£8,143	Free.
	British North America	do	1,250	.....	5
Oleomargarine	United States	do	58,800	971	½d. (1 cent) per lb. 15s. (\$3 64) per lb.
Opium	United Kingdom	do	3,104	.....	1,705
Paint and painters' material.	do	Value	£1,862	2,365	5 per cent ad valorem.
	British North America	do .....	.....	323	409
	British West Indies	do .....	.....	3	4
	Holland	do .....	.....	7	8
	United States	do .....	.....	197	251
	Germany	do .....	.....	3	4
Paper (not writing)	United Kingdom	Value ¹	180	Free.
	do	Value .....	.....	602	772
	Germany	do	27	34	5 per cent ad valorem.
	France	do .....	.....	921	1,186
	United States	do .....	.....	74	95
Pease and beans	British West Indies	do	620	5 per cent ad valorem.
	British North America	do .....	.....	.....	421
	Dutch Guiana	do .....	.....	.....	4
	Dutch West Indies	do .....	.....	.....	57
	United States	do .....	.....	.....	2,909
	France	do .....	.....	.....	822
	Venezuela	do .....	.....	.....	397
Peanuts	United Kingdom	do	3	Free.
	British West Indies	do .....	.....	.....	220
	United Kingdom	do .....	.....	.....	194
	Dutch West Indies	do .....	.....	.....	60
	United States	do .....	.....	.....	239
Rails and railway material.	France	do	12	Do.
	United Kingdom	do .....	.....	.....	2,031
	United States	do .....	.....	.....	268
Rice	United Kingdom	Pounds	4,789,150	27,601	Do.
	British East Indies	do	7,195,218	.....	43,621
	British West Indies	do	4,000	.....	30
	Germany	do	50,700	.....	266
Salt	United Kingdom	Value	672	960	2s. 2d. (52 cents) per 100 lbs.
	British West Indies	do .....	.....	31	46
	Germany	do .....	.....	10	15
	France	do .....	.....	38	57
	Dutch West Indies	do .....	.....	50	88
Slate and tiles	Portugal	Number	12,500	96	4s. 2d. (\$1) per 1,000.
	United States	do	12,000	.....	164
Soap	United Kingdom	Number ¹	64,000	1,087	Free.
	do	Pounds	1,555,902	.....	11,438
	France	do	70,575	.....	477
	United States	do	151,378	.....	1,272
	Venezuela	do	112	.....	2
Starch	British West Indies	Value	1,372	2s. 1d. (50 cents) per 100 lbs.
	United Kingdom	do .....	.....	.....	32
	Germany	do .....	.....	.....	54
	United States	do .....	.....	.....	9
Stationery	United Kingdom	do	2,227	2,863	Free.
	United States	do .....	.....	78	92
	Germany	do .....	.....	18	23
	France	do .....	.....	44	57
	Holland	do .....	.....	1	2
	United Kingdom	Value ¹ .....	.....	.....	810
Sugar	do	Pounds	63,084	714	5 per cent ad valorem.
	Germany	do	15,000	.....	216
	United States	do	74,049	.....	882
	Venezuela	do	227	.....	4
						10s. (\$2.43) per 100.

¹ Imported for use of colonial government and admitted free of duty.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged,
Spirits, brandy, etc.	United Kingdom.	Gallons.....	10,605	.....	£6,053	
	France.....	do.....	2,482	.....	1,634	
	Germany.....	do.....	1,683	.....	497	
	Holland.....	do.....	6,297	.....	1,879	
	United States....	do.....	239	.....	406	10s. 6d. (\$2.55) per gal.
Tea.....	United Kingdom.	Pounds.....	31,477	.....	1,128	
	British North America.	do.....	315	.....	8	
	British West Indies.	do.....	200	.....	5	
	Other British colonies.	do.....	7,523	.....	382	
	Germany.....	do.....	3,220	.....	110	
Timber: Sawn and hewn	United States....	do.....	112	.....	4	6d. (12 cents) per lb.
	British North America.	Feet.....	871,638	.....	2,210	
	United States....	do.....	7,820,724	.....	28,525	
	Venezuela.....	do.....	18,638	.....	131	
	Germany.....	do.....	106,000	.....	947	8s. 4d. (\$2.06) per 1,000 ft.
Shingles.....	British North America.	Number.....	63,500	.....	85	1s. 6d. (36 cents) per 1,000.
Shooks.....	British West Indies.	Bundles.....	360	.....	70	
	United States....	do.....	248	.....	68	3s. 4d. (73 cents) per bundle.
Staves.....	do.....	Number.....	10,000	.....	152	6s. (\$1.45) per 1,000.
Hoops.....	British West Indies.	do.....	6,000	.....	20	3s. (72 cents) per 1,000.
Tobacco: Unmanufactured.	United States....	Pounds.....	494,509	.....	8,570	
	Venezuela.....	do.....	20,614	.....	483	1s. 3d. (30 cents) per lb.
Manufactured.	United Kingdom.	do.....	20,236	.....	1,997	
	France.....	do.....	145	.....	30	
	United States....	do.....	249	.....	13	
	Venezuela.....	do.....	105	.....	5	3s. (72 cents) per lb.
Cigars and cigarettes.	United Kingdom.	do.....	1,217	.....	582	
	British West Indies.	do.....	1,047	.....	677	
	Holland.....	do.....	29	.....	7	
	Germany.....	do.....	83	.....	29	
	United States....	do.....	18,422	.....	2,478	
	Venezuela.....	do.....	34	.....	18	
	Spanish West Indies.	do.....	82	.....	12	5s. (\$1.21) per lb.
	do.....	do.....		.....	
Textiles: Wearing apparel.	United Kingdom.	Value.....	£14,587	.....	17,265	
	British West Indies.	do.....	234	.....	274	
	France.....	do.....	1,216	.....	1,438	
	Germany.....	do.....	1,470	.....	1,720	
	Holland.....	do.....	697	.....	798	
	Belgium.....	do.....	44	.....	52	
	Austria.....	do.....	19	.....	22	
	Spain.....	do.....	332	.....	389	
	United States....	do.....	534	.....	633	5 per cent ad valorem.
	do.....	do.....		.....	
Hats, etc.....	United Kingdom.	do.....	3,692	.....	4,335	
	Germany.....	do.....	333	.....	388	
	France.....	do.....	757	.....	841	
	United States....	do.....	41	.....	47	
	Spain.....	do.....	50	.....	57	
Haberdashery.....	Holland.....	do.....	26	.....	29	Do.
	United Kingdom.	do.....	5,611	.....	6,576	
	British West Indies.	do.....	986	.....	1,164	
	France.....	do.....	180	.....	212	
	Spain.....	do.....	95	.....	109	
Empty bags...	United States....	do.....	19	.....	21	
	Germany.....	do.....	73	.....	87	Do.
	United Kingdom.	do.....	12,264	.....	14,563	
	British East Indies.	do.....	176	.....	209	
	Holland.....	do.....	200	.....	230	
	United States....	do.....	34	.....	42	Do.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged.
Haberdashery—Continued. All other unenumerated.	United Kingdom.	Value.....	.....	£55,204	£74,784	5 per cent ad valorem.
	British West Indies.	.....do.....	.....	34	39	
	British North America.	.....do.....	.....	22	24	
	Other British colonies.	.....do.....	.....	20	23	
	France.....	.....do.....	.....	663	760	
	Germany.....	.....do.....	.....	993	1,141	
	Spain.....	.....do.....	.....	95	109	
	Venezuela.....	.....do.....	.....	23	26	
	United States.....	.....do.....	.....	3,227	3,711	
	Holland.....	.....do.....	.....	10	12	
Vegetables:						
Fresh potatoes	United Kingdom.	.....do.....	.....	3,960	.....	Do.
	British North America.	.....do.....	.....	3,326	.....
	British West Indies.	.....do.....	.....	248	.....
	France.....	.....do.....	.....	52	.....
	Holland.....	.....do.....	.....	10	.....
	United States.....	.....do.....	.....	720	.....
	Portugal.....	.....do.....	.....	107	.....
Sweet potatoes.	British West Indies.	.....do.....	.....	2,636	.....	Free.
Onions.....	United Kingdom.	.....do.....	.....	1,069	.....	Do.
	Portugal.....	.....do.....	.....	1,832	.....
	United States.....	.....do.....	.....	17	.....
	South America.....	.....do.....	.....	330	.....
	Spain.....	.....do.....	.....	920	.....
	France.....	.....do.....	.....	44	.....
Garlic.....	Portugal.....	.....do.....	.....	100	.....	Do.
	Spain.....	.....do.....	.....	763	.....
	United States.....	.....do.....	.....	8	.....
	South America.....	.....do.....	.....	75	.....	Do.
Not above enumerated.	United Kingdom.	.....do.....	.....	23	.....
	British West Indies.	.....do.....	.....	144	.....
	British North America.	.....do.....	.....	65	.....
	United States.....	.....do.....	.....	173	.....
	Venezuela.....	.....do.....	.....	48	.....	Free.
Wines (still):						
In glass.....	United Kingdom.	Gallons.....	1,183	.....	586	
	France.....	.....do.....	3,295	.....	1,227	
	Spain.....	.....do.....	185	.....	91	
	Italy.....	.....do.....	25	.....	16	
	United States.....	.....do.....	8	.....	6	
	Germany.....	.....do.....	233	.....	72	
	Holland.....	.....do.....	96	.....	70	3s. 8d. (78 cents) per gal.
Sparkling.....	United Kingdom.	.....do.....	227	.....	356	
	France.....	.....do.....	342	.....	524	
	Germany.....	.....do.....	4	.....	3	
	British West Indies.	.....do.....	4	.....	6	
	Holland.....	.....do.....	30	.....	58	6s. (\$1.45) per gal.
In wood, under 23 per cent.	United Kingdom.	.....do.....	1,543	.....	271	
	France.....	.....do.....	20,821	.....	4,152	
	Spain.....	.....do.....	25,484	.....	3,197	
	Germany.....	.....do.....	136	.....	26	
	Holland.....	.....do.....	340	.....	77	1s. 3d. (30 cents) per gal.
In wood, under 32 per cent.	United Kingdom.	.....do.....	194	.....	53	
	British West Indies.	.....do.....	110	.....	16	
	Spain.....	.....do.....	57,275	.....	6,473	
	France.....	.....do.....	9,116	.....	1,775	
	Portugal.....	.....do.....	650	.....	160	
	Holland.....	.....do.....	27	.....	10	1s. 9d. (43 cents) per gal.
In wood, under 42 per cent.	United Kingdom.	.....do.....	396	.....	112	3s. 8d. (78 cents) per gal.

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

IMPORTS—Continued.

Articles.	Countries whence imported.	Dutiable basis.	Quantities imported.	Value for duty.	Value including charges	Rate of duty charged.
Manufactured articles unreturned.	United Kingdom.	Value.		£11,777	£15,345	
	British East Indies.	do		106	137	
	British West Indies.	do		623	809	
	British North America.	do		91	118	
	Other British colonies.	do		41	53	
	France	do		768	997	
	Germany	do		608	799	
	Spain	do		72	93	
	Portugal	do		26	33	
	Belgium	do		22	29	
	United States	do		4,680	7,123	
	Venezuela	do		36	45	
	Holland	do		70	91	
	French West Indies.	do		29	37	5 per cent ad valorem.
	United Kingdom.	do			85	Free.
	United States	do			1,165	Do.
	Venezuela	do			108	Do.
Food and drink supplies unreturned.	United Kingdom.	do		1,575	2,048	
	British West Indies.	do		20	26	
	Other British colonies.	do		88	114	
	France	do		178	231	
	Spain	do		74	96	
	Germany	do		186	241	
	French West Indies.	do		6	8	
	United States	do		353	458	
	Venezuela	do		1	1	5 per cent ad valorem.

EXPORTS.

[Goods wholly products of Trinidad, British West Indies.]

Articles.	Countries.	Unit of value.	Quantity.	Value.
Asphalt:				
	Raw			
	United Kingdom	Tons	3,052	£3,052
	France	do	1,477	1,477
	Germany	do	2,865	2,865
	United States	do	51,345	51,345
	Holland	do	485	485
	Pure			
	United Kingdom	do	695	1,390
	Holland	do	1,317	2,634
	British North America.	do	142	284
	Germany	do	6,156	12,312
	United States	do	200	400
	Venezuela	do	23	56
	British Guiana.	do	5	10
	France	do	250	500
Bitters	United Kingdom	Gallons	5,689	5,689
	British West Indies	do	673	673
	British Guiana.	do	450	450
	Germany	do	4,958	4,958
	France	do	305	305
	Holland	do	307	307
	French West Indies	do	201	201
	Dutch Guiana	do	212	212
	Danish West Indies	do	188	188
	United States	do	10,729	10,729
	South America	do	1,127	1,127
	Venezuela	do	88	88
	Haiti	do	37	37
	United Kingdom	Pounds	4,815,736	98,255
Cocoa, raw	British North America.	do	133,156	2,920
	France	do	6,546,249	136,707
	Germany	do	407,957	8,154

BRITISH WEST INDIES: TRINIDAD AND TURKS ISLAND. 715

Imports and exports for six months ended June 30, 1897, of Trinidad, etc.—Continued.

EXPORTS—Continued.

Articles.	Countries.	Unit of value.	Quantity.	Value.
Cocoa, raw	Holland	Pounds	229, 800	24, 832
	Belgium	do	7, 600	174
	Austria	do	20, 000	457
	Switzerland	do	22, 363	447
	Spain	do	16, 500	380
	United States	do	4, 601, 047	101, 121
Cocoanuts	Africa	do	3, 785	69
	United Kingdom	Number	3, 831, 320	9, 036
	British West Indies	do	30, 000	84
	British North America	do	254, 300	484
	Germany	do	24, 000	52
	United States	do	383, 700	716
Coffee, raw	France	do	1, 000	4
	United Kingdom	Pounds	2, 440	92
	British West Indies	do	350	8
	Germany	do	967	22
Fruit, fresh	France	do	1, 598	45
	United Kingdom	Value .....	.....	28
	United States	do .....	.....	73
Molasses	British West Indies	do .....	.....	17
	United Kingdom	Gallons	60, 410	1, 510
	British West Indies	do	2, 500	64
	British North America	do	59, 251	1, 482
	Holland	do	42, 174	1, 054
	French West Indies	do	266, 630	6, 666
Sugar:	France	do	6, 000	150
	Germany	do	1, 005	25
	Muscovada	United Kingdom	Hogsheads	27, 388
	British North America	do .....	.....	95
	United States	do	614, 720	2, 043
	do	do .....	.....	.....
Centrifugal	do	do	5, 114, 872	17, 669
	do	do	4, 388, 460	20, 925
	United Kingdom	do	1, 809, 248	9, 495
	British North America	do	348	18
Vacuum pan	do	do .....	.....	.....
	United Kingdom	do	46, 159, 027	225, 972
	British North America	do	682, 280	3, 249
	do	do .....	.....	.....
Spirits, rum	British West Indies	do	19, 809	97
	United States	do	40, 008, 447	196, 719
	United Kingdom	Gallons	9, 828	600
	Venezuela	do	408	35
Timber	do	do .....	.....	.....
	United Kingdom	Value .....	.....	261
	British North America	do .....	.....	6
	do	do .....	.....	.....
Vegetables, fresh	Germany	do .....	.....	1, 196
	Holland	do .....	.....	7
	United States	do .....	.....	11
	do	do .....	.....	.....
Food and drink supplies	United Kingdom	do .....	.....	19
	do	do .....	.....	30
	British Guiana	do .....	.....	15
	British West Indies	do .....	.....	65
	United States	do .....	.....	32
	do	do .....	.....	.....

TURKS ISLAND.

In pursuance to instructions received from the Department of State, dated August 10, 1897, I beg to inclose herewith statements showing the imports and exports of this Dependency in the year 1896. I regret my inability to furnish a statement of the imports and exports for the half year ending June 30, 1897. I have endeavored to obtain the information from the proper officer, but he is unable to furnish it until the end of the year, when the Blue Book of the Dependency will be made up. He at the same time informed me that the imports and exports to June 30 were about equal to those for the same period in 1896.

W. STANLEY JONES,
Vice-Consul.

TURKS ISLAND, October 9, 1897.

General imports into Turks Islands, West Indies, in the year 1896.

Articles.	Value of total imports.	Value of imports from the United States.
Aerated waters	\$796.81	\$72.00
Ale and porter	512.41	253.58
Arrowroot	10.10	.....
Barley, sago, etc.	138.52	109.66
Baskets	68.16	33.58
Bay rum	511.50	.....
Beans and pease	1,209.02	1,116.81
Bitters	42.00	.....
Blacking	52.58	45.83
Books, printed	606.14	250.04
Bran, oats, and feed	3,556.37	3,450.75
Brandy	48.50	.....
Bread and biscuits	2,476.70	2,416.25
Bricks	102.64	45.14
Brooms, brushes, etc.	126.09	96.95
Butter	3,217.66	2,840.75
Candles	127.94	112.50
Cart grease, tallow, etc.	60.25	66.25
Carriages and carts	353.14	353.14
Cattle	764.50	.....
Cement	643.22	327.62
Cheese	1,192.37	1,108.88
Chocolate	1,071.20	1,056.20
Cigars	76.58	.....
Clocks	10.75	10.75
Coals	30.48	9.64
Coffee	671.13	.....
Confectionery	1,329.85	1,194.75
Cordage	902.37	834.12
Cordials	12.50	.....
Corks	5.37	3.50
Corn	1,038.48	654.59
Crockery and glassware	1,303.20	739.16
Cutlery and hardware	2,687.50	2,033.12
Combs, buttons, pins, etc.	258.10	160.35
Drugs and medicines	1,831.02	1,672.08
Essences and extracts	90.95	32.20
Feathers	44.83	.....
Fish:		
Dried	1,349.12	739.12
Pickled	499.23	63.56
Smoked	86.62	8.37
Fireworks	75.60	75.60
Flour, wheat	11,623.94	11,082.60
Fruit and vegetables	3,748.65	751.25
Furniture	488.12	390.83
Gin	503.83	.....
Glue	9.60	9.60
Goats and sheep	442.79	.....
Grindstones	6.25	6.25
Government stores	1,289.16	635.35
Hair and straw	71.18	63.68
Hats and caps	256.66	25.20
Hay	1,012.75	11.91
Hominy and samp	1,822.85	1,816.35
Horses	872.50	240.00
Ice	50.00	.....
Indigo	50.52	9.66
India rubber goods	45.98	29.95
Iron and copper rods and bars	387.37	381.50
Jewelry and plated ware	487.33	290.37
Lard	2,859.47	2,825.06
Leather, manufactures	5,113.12	4,829.79
Lumber:		
Pitch pine	5,755.91	5,680.00
White pine and others	1,549.50	624.12
Machinery	5,800.37	5,800.37
Mahogany	5.83	.....
Matches	196.60	196.60
Materials of wrecks	\$1,142.08	\$892.08
Meal, corn	1,686.31	1,675.81
Meat, salted	8,181.48	7,966.00
Metal sheathing	4.81	.....
Molasses, sirup, and honey	1,590.98	1.16
Mules	866.75	625.00
Musical instruments	307.25	199.75
Nuts	204.60	204.60
Oars	131.25	131.25

General imports into Turks Islands, West Indies, in the year 1896—Continued.

Articles.	Value of total imports.	Value of imports from the United States.
Oakum	\$29. 75	\$20. 75
Ocher	2. 06	2. 06
Oil:		
Mineral	1, 279. 44	1, 216. 00
Linseed, etc.	384. 33	211. 50
Paints	701. 39	448. 56
Paper, wrapping and printing	454. 58	334. 62
Pepper and spices	146. 29	108. 09
Perfumery	648. 00	495. 89
Pickles and sauces	183. 45	20. 06
Pipes	96. 22	56. 88
Pitch and tar	118. 08	113. 08
Preserves, in glass	282. 54	197. 91
Professional apparatus	10. 91	2. 50
Provisions, tinned	5, 144. 87	4, 357. 91
Putty	10. 00	8. 12
Raisins, currants, and figs	383. 83	315. 33
Rice	3, 400. 29	3, 407. 96
Rum	1, 821. 39	
Seeds and plants	3. 25	3. 25
Sewing machines	362. 12	354. 62
Shingle:		
Cypress	1, 014. 00	1, 014. 00
Other	840. 50	
Soap	445. 56	377. 29
Spars	162. 25	65. 00
Soda and baking powder	140. 41	129. 41
Spirits turpentine	9. 02	6. 83
Starch	655. 44	598. 75
Stationery	382. 35	279. 18
Stoves	157. 33	154. 83
Sugar:		
Refined	3, 105. 25	3, 105. 25
Muscovado	3, 259. 27	42. 00
Tea	852. 95	631. 61
Textile fabrics	25, 877. 91	13, 719. 58
Tinware	410. 94	407. 19
Tobacco:		
Manufactured	1, 608. 10	1, 373. 89
Unmanufactured	311. 18	
Tombstones	40. 00	
Toys	204. 64	148. 33
Varnish	4. 00	
Vinegar	87. 77	84. 02
Whisky	201. 50	123. 50
Wheelbarrows	10. 00	10. 00
Wine	311. 45	
Wooden ware	478. 04	402. 12
Total	144, 160. 58	103, 333. 50
Specie	7, 065. 00	7, 065. 00
Grand total	151, 225. 58	110, 398. 50

RECAPITULATION.

	Value of imports.
From the United Kingdom	\$16, 422. 06
From British colonies	14, 680. 14
From United States	110, 398. 50
From other foreign countries	9, 705. 20
Derelict	19. 50
Total	151, 225. 58

General exports from Turks Islands, West Indies, in the year 1896.

Articles.	Countries to which exported.	Unit of value.	Quantity.	Value.
Salt.....	British North America.....	Bushels.	336, 197	\$30, 028. 14
	Other British colonies.....	do ..	12, 182	862. 92
	United States.....	do ..	1, 486, 844	103, 878. 40
	Other foreign countries.....	do ..	69, 404	4, 943. 78
Total.....			1, 904, 627	139, 713. 24
Sisal grass.....	United States.....	Pounds.	167, 592	5, 027. 54
Palmetto straw.....	St. Martins.....	Heads ..	21, 500	206. 40
Sponges.....	England.....	Bales ..	89	1, 152. 00
	Bahamas.....	Lots ..	8	888. 00
	United States.....	Bales ..	266	2, 555. 28
Total.....				4, 595. 28
Turtle shell.....	Bahamas.....	Lots ..	8	1, 104. 00

RECAPITULATION.

British colonies.....	\$34, 035. 06
United States.....	111, 461. 22
Other foreign countries.....	5, 150. 18
Total.....	150, 646. 46

DECLARED EXPORTS, BRITISH WEST INDIES.

Value of exports declared for the United States at the several consular offices in the British West Indies during the year ended June 30, 1897.

BAHAMAS.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bark.....	\$838. 10	\$486. 46	\$730. 00	\$880. 50	\$2, 935. 06
Coffee.....		1, 358. 10	5, 045. 35	11, 574. 50	17, 977. 95
Fruit, preserved.....	10, 435. 05	2, 963. 05	1, 629. 50	16, 518. 00	31, 546. 20
Fruit, green, mixed.....		2, 329. 40	1, 263. 42		3, 592. 82
Oranges.....		17, 133. 05	10, 340. 30		27, 473. 35
Pineapples.....	257. 40	4, 386. 27	4, 364. 50	87, 771. 69	96, 779. 86
Salt.....	1, 304. 00	900. 10	6, 208. 50	1, 223. 50	9, 636. 10
Sisal.....	480. 25	7, 103. 08	1, 902. 67	7, 288. 97	16, 772. 97
Sponges.....	57, 399. 85	48, 677. 25	68, 342. 20	71, 105. 00	245, 524. 30
Sundries.....	2, 644. 16	1, 592. 10	2, 132. 10	5, 107. 55	11, 476. 91
Wood, cabinet and dye.....	109. 25	295. 10	3, 873. 00	2, 452. 50	6, 729. 85
Total.....	73, 468. 06	87, 223. 96	105, 831. 54	203, 920. 81	470, 444. 37

BERMUDA.

HAMILTON.					
Arrowroot.....			\$310. 23		\$310. 23
Barrels, empty oil.....	\$76. 39	\$82. 73	366. 43	\$173. 24	698. 79
Bottles, empty.....	72. 75				72. 75
Boots and shoes.....			199. 52		199. 52
Brandy.....			656. 97	4, 598. 84	5, 255. 81
Buds, lily.....				4, 099. 19	4, 099. 19
Bulbs, lily.....	64, 438. 29		1, 147. 00	1, 822. 00	67, 405. 29
Circular saw.....	92. 52				92. 52
Furniture (1 box).....				29. 19	29. 19
Hides.....	650. 60	971. 10	142. 21	1, 128. 04	2, 891. 95
Marine specimens.....			5. 10		5. 10
Milk punch.....				116. 79	116. 79
Old copper and metal.....	408. 90		1, 605. 81		2, 014. 71
Old iron.....		102. 19			102. 19
Onions.....		104. 80	14, 411. 39	394, 765. 39	409, 281. 64

Value of exports declared for the United States at the several consular offices in the British West Indies during the year ended June 30, 1897—Continued.

BERMUDA—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Paper patterns		\$365. 58	\$179. 65		\$545. 23
Palm leaves			78. 59	\$59. 19	135. 78
Plants			2. 43		2. 43
Potatoes		3, 658. 63	27, 339. 27	58, 770. 26	89, 768. 16
Preserved fruits			5. 06		5. 06
Rum			681. 31	661. 83	1, 343. 14
Sand (1 barrel) .....			. 97		. 97
Stone (1 box) .....			. 97		. 97
Tallow	\$474. 48				474. 48
Vegetables		128. 55	3, 114. 60	1, 744. 59	4, 984. 74
Whisky	4, 784. 16	778. 64	1, 946. 60	8, 380. 11	15, 889. 51
Wine and spirits		112. 40			112. 40
Total	70, 996. 09	6, 802. 68	52, 192. 11	476, 348. 66	605, 839. 54
ST. GEORGES.					
Bulbs, Lily	8, 711. 42				8, 711. 42
Rodenda earth			152. 50		152. 50
Timber	3, 002. 50				3, 002. 50
Total	11, 713. 92		152. 50		11, 866. 42

NEVIS.

Muscovado sugar	\$17, 081. 15		\$34, 964. 33	\$53, 416. 64	\$105, 412. 12
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ST. CHRISTOPHER.

Bay rum				\$32. 55	\$32. 55
Ginger	\$37. 50				37. 50
Limes	102. 48			15. 90	118. 38
Lime juice				8. 14	8. 14
Licorice seed .....				. 50	. 50
Molasses	1, 051. 90		\$1, 399. 35	2, 517. 56	4, 968. 81
Sugar (Muscovado)	70, 196. 45	\$4, 885. 89	106, 627. 28	209, 600. 68	451, 310. 30
Skins		1, 714. 50	655. 00	629. 50	2, 999. 00
Tamarinds			103. 98	125. 50	229. 48
Tamarind sirup				8. 14	8. 14
Vanilla beans			13, 228. 50		13, 228. 50
Total					472, 931. 25

ST. LUCIA.

Sugar:					
Centrifugal	\$1, 982. 89	\$13, 563. 38	\$60, 477. 20	\$107, 380. 34	\$183, 403. 81
Molasses	2, 439. 53				2, 439. 53
Muscovado	515. 95	1, 590. 12	2, 000. 45	5, 348. 28	9, 454. 80
Total	4, 968. 37	15, 153. 50	62, 477. 65	112, 728. 62	195, 298. 14

TURKS ISLANDS.

COCKBURN HARBOR.					
Salt	\$13, 384. 66	\$5, 797. 37	\$22, 112. 26	\$27, 291. 88	\$68, 586. 17
TURKS ISLAND.					
Bahama hemp	929. 50	953. 20			1, 882. 70
Salt	13, 139. 14	7, 521. 82	9, 711. 00	12, 238. 25	42, 610. 21
Sponge	311. 52	1, 399. 30	762. 23	323. 64	2, 796. 59
Sisal grass				6, 396. 72	6, 396. 72
Total	14, 380. 16	9, 874. 32	10, 473. 23	18, 958. 61	53, 686. 22

Value of exports declared for the United States at the several consular offices in the British West Indies during the year ended June 30, 1897—Continued.

RECAPITULATION.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Antigua	\$106,849.35	\$29,924.29	\$23,966.29	\$333,063.48	\$493,823.44
Bahamas	73,468.06	87,223.54	105,831.54	203,920.81	470,443.95
Barbados	305,384.57	230,169.19	215,348.98	1,547,097.06	2,298,000.40
Bermuda:					
Hamilton	70,996.09	6,302.68	52,192.11	476,348.66	605,839.54
St. Georges	11,713.90		152.50		11,866.40
Dominica	17,262.63				17,262.63
Jamaica:					
Falmouth	41,670.59	3,206.22	32,061.30	117,740.10	194,678.21
Kingston	138,908.27	599,868.01	298,144.05	188,461.53	1,220,381.86
Milk River	15,538.24	7,166.92		83,041.92	55,747.08
Montego Bay	76,939.47	65,702.21	80,679.06	71,990.82	295,311.06
Port Antonio	192,072.10	113,567.03	146,547.96	335,797.31	787,984.40
Port Maria	106,954.00	120,681.45	81,779.54	300,591.91	610,008.90
Port Morant	54,587.46	52,128.38	63,648.56	102,697.16	273,061.56
St. Anne Bay	80,028.68	155,175.67	37,422.00	64,842.47	337,468.82
Savannah la Mar	16,665.63		140,194.01	97,906.27	254,665.81
Total for Jamaica	723,364.34	1,117,495.89	880,476.48	1,307,968.99	4,029,305.70
Montserrat	18,292.23	1,244.00	4,672.11	15,640.87	39,849.21
Nevis	17,031.15		34,964.33	53,416.64	105,412.12
St. Christopher	71,388.28	6,600.39	182,014.11	212,928.47	472,928.47
St. Lucia	4,938.97	15,153.50	62,477.65	112,728.62	195,298.14
St. Vincent		11,689.50	1,667.11	81,909.52	95,266.13
Turks Islands:					
Cockburn Harbor	13,384.64	5,797.37	22,112.26	27,222.88	68,596.15
Salt Cay	10,552.95	5,844.76	2,068.33	15,820.90	33,786.94
Turks Island	14,380.16	9,874.32	10,473.23	18,958.51	53,686.22
Total for Turks Islands	38,317.75	21,016.45	34,653.82	62,070.39	156,068.41
Grand total, British West Indies	1,459,006.72	1,526,819.43	1,598,417.05	4,407,114.11	8,991,357.31

DANISH WEST INDIES.

ST. THOMAS.

I have the honor herewith to transmit my annual report for the year ending June 30, 1897. I was unable to obtain statistics from Christiansted and Fredericksted custom-house to send by this mail, but will forward as soon as received.

IMPORTS AND EXPORTS.

The total imports differ little from last year's, which will be seen by the inclosed table; also the increase and decrease from each country as per recapitulation, which shows a marked increase in English imports and a decrease in United States imports. I attribute the difference to imports of coal, most of which for the last few years have come from the United States. This year, quantities of Cardiff coal have been imported, carried by English tramp steamers bound to Gulf ports, at low rates, as this port is on their way to New Orleans, Pensacola, etc. The exports are estimated at about \$45,000, of which \$18,554.42 went to the United States.

NAVIGATION.

I have to report that the Red D Line steamer Curaçao has been transferred from St. Thomas to Trinidad and Central American ports. Inclosed, I have forwarded a statement of all vessels entered and cleared at this port, with nationality, tonnage, etc.

GENERAL REMARKS.

We have a cable company here which is English in all respects, and has had a monopoly for years, the Danish Government paying \$3,000 per year subsidy for a daily cablegram, which comes via New York. The charges are \$1.90 per word from and to New York.

We have now a French steamer here that is landing a cable in what is called Frenchman's Bay, three miles to the east of this harbor. The name of the company is Compagnie Française des Câbles Télégraphiques de Paris. I am informed they will connect with the Haitian cable from New York, and will lower rates over one-half. The deficit in this year's revenue is over \$78,000. The health of the island is generally good, with the exception of intermittent and remittent fevers.

JAMES H. STEWART, *Consul.*

ST. THOMAS, July 1, 1897.

Imports into St. Thomas during the year ending March 31, 1897.

Articles.	United States.	Great Britain.	Germany.	France.	Denmark.	Spanish West Indies.	Other islands of the Danish West Indies.	Other countries.	Total.
Cloth goods:									
Linen	\$100	\$3,040	\$1,150	\$523	\$92	\$16	\$20	\$380	\$5,339
Cotton	3,846	94,600	3,685	1,943			100	2,612	106,286
Woolen	48	11,422	2,533	700	6		20	162	14,891
Silk	22	741	36	452	21				1,272
Ready-made clothes	1,151	6,455	818	7,046	760		24	239	16,493
Flour:									
Wheat	56,098							30	56,128
Rye	1,790								1,790
Corn meal	4,737							7	4,744
Provisions, etc.:									
Salted and smoked beef	1,767	5			10	13	24	29	1,848
Tongues and sausages	126	17	340	57	1,725	4		121	2,390
Salted and smoked pork	5,482				60		16		5,558
Hams	3,307	514	39		13	27		13	3,913
Butter	1,962	98	1,423		4,148	120	13	7,812	15,576
Oleomargarine	4,836	623	176		197	232		81	6,145
Cheese	2,259	25	3,458	7	33			1,597	7,379
Lard	5,646	20							5,666
Fish:									
Salt	106		789		195	26		5,579	6,695
Smoked								283	283
Pickled	199				14			1,009	1,822
Sugar:									
Refined	1,400								1,400
Raw						22,491	2,357	773	25,621
Molasses						6	39	1,399	1,444
Beans and pease	3,979					179	4	520	4,682
Wheat and corn	2,612					56		58	2,726
Oats	536		84					380	1,002
Barley	60	251	247						558
Yams and potatoes	561		42	10		136		5,653	6,411
Bread	1,631	777	29		11			115	2,563
Tea	44	732	1,223	8				1	2,008
Canned goods	3,049	3,553	1,342	1,841	183	51	3	284	10,256
Corks	131		74	455	15				675
Copper		102						167	269
Lead		320							320
Iron	189	7,826	41				1,013		9,069
Cast iron	62	1,088							1,150
Nails	511	513	50		16		9		1,099
Tinware	145	222	34						401
Hardware	4,529	7,915	1,287	1,464	228		27	172	15,602
Earthenware	221	962	640	95	340		13	178	2,449
Shoes and boots	11,000	4,097	6,855	7,318	8		8	523	29,809
Saddlery	186	528			103		25	7	799
Leather	1,311	30	156				16	24	1,537
Glassware	883	569	1,847	190	295		51	9	3,844
Paper	1,048	1,900	992	1,247	567	8		3	5,250

Imports into St. Thomas during the year ending March 31, 1897—Continued.

Articles.	United States.	Great Britain.	Germany.	France.	Denmark.	Spanish West Indies.	Other islands of the Danish West Indies.	Other countries.	Total.
Playing cards.....	\$27				\$31				\$58
Lumber.....	12,005	\$226	\$23					\$519	12,773
Shingles.....	106							677	783
Cement.....	12		1,947		488				2,447
Hard wood.....		80					\$312	215	527
Bricks.....						\$5			85
Marble.....								149	149
Tapestry.....		203	51	\$45					299
Floor mats.....	6	45							51
Rope.....	183	60							243
Mineral water.....	47		294	69				112	522
Whisky.....	2,609	1,425	88				21	14	4,157
Brandy wine.....			18		163				181
Wine.....		732	1,922	5,780	48	9	193	1,217	9,901
Brandy.....	16	2,539	99	3,679					6,303
Gin.....	8		977	392				6,808	8,185
Spirit.....	55		4,340	22	95				4,512
Sweet liquors.....	156	97	1,638	1,034	341	2		1,011	4,279
Cherry cordial.....			925		342				1,267
Beer.....	3,199	1,396	2,570	38	3,033		36	106	10,378
Rum.....							5,066	7,782	12,828
Vinegar.....	100		333	253				32	718
Coffee.....	319		38			168		8,884	9,409
Cocoa.....								288	288
Rice.....			4,848		98			10	4,956
Tobacco:									
Leaves.....	5,854							612	6,466
Manufactured.....	4,586	693	180	28	498	26		2,014	7,995
Cigars.....	7,053	53	1,128	33	539	9,895		504	19,205
Spices.....	85	65	416	7	11	13		63	660
Fresh fruits.....	420					301	7	1,500	2,228
Coal.....	79,798	42,423							122,221
Paints.....	478	4,961	240	342	14			17	6,062
Oil:									
Sweet.....	2,034	1,124	233	3,182				546	7,119
Lamp.....	3,829								3,829
Soap.....	355	8,423	277	32			363	53	9,503
Candles.....	318	9	2,006					800	3,133
Starch.....	2,026					48		2,438	4,510
Raisins and currants.....	48	63	60			15		40	224
Figs and prunes.....		122	27	57		4		9	219
Dates.....	16	84	4						104
Almonds.....		24	94						118
Nuts and olives.....	92	47	57			263		315	774
Sago and saloop.....	17	37	42					131	227
Vermicelli.....				1,028				148	1,176
Powder.....		2,260	104						2,364
Hats:									
Straw.....	162	393	77	477		1		2,238	3,346
Felt.....	110	545	55	471	84		2	16	1,233
Drugs.....	2,278	1,704	1,616	676	389			1,388	8,049
Jewelry.....	549	819	1,254	766	553			542	4,484
Perfumery.....	1,535	638	502	1,347	1	577	44	1,319	5,963
Fancy goods.....	2,154	15,305	1,545	4,048	695	37	65	280	24,129
Poultry.....							1	533	534
Horses.....							544	87	631
Cattle.....						7,518	25	16,802	23,845
Sheep and goats.....						28		1,245	1,399
Swine.....							20	1,772	1,792
Turtle.....								25	25
Oysters.....	44								44
Furniture.....	2,364	514	1,020	1,564	3,438		26	176	9,112
Carriage materials.....	763				7		152		922
Pitch.....	27								27
Tar.....	16								16
Turpentine.....	110						7		110
Ships materials.....	61	190	440	652				8,613	4,963
Salt.....	2	19	11				1	520	533
Charcoal, etc.....						17	129	3,212	3,358
Ice.....	1,136				385				1,136
Onions.....	244					417		426	1,472
Miscellaneous.....	2,912	3,501	4,028	1,192	582	23	490	1,409	14,107
Total.....	297,344	239,863	64,846	50,964	20,440	42,827	11,392	102,714	300,490

Recapitulation showing the increase and decrease of imports to this island from the different countries for the twelve months ended March 31, 1897.

Increase:		
Great Britain		\$29,574
Germany		3,391
Denmark		6,507
Other countries		14,220
Decrease:		
United States		44,388
France		1,134
Other islands of the Danish West Indies		2,527
Spanish West Indies		6,836
Total imports for 1895-96		801,583
Total imports for 1896-97		800,490
Decrease, 1896-97		1,093

Report of tonnage entered in cargo and ballast at the port of St. Thomas during the year ended June 30, 1897.

Nationality.	Number.	Tonnage.	Nationality.	Number.	Tonnage.
STEAMSHIPS.			SAILING SHIPS—cont'd.		
Entered in cargo:			Entered in cargo—Cont'd.		
American	26	27,165	Dutch	6	743
British	107	159,077	Dominican	5	205
Danish	1	1,200	French	5	317
French	47	53,252	German	1	294
German	146	216,294	Haitian	4	136
Italian	18	21,118	Norwegian	1	499
Spanish	2	187	Spanish	6	276
Entered in ballast:			Entered in ballast:		
American	4	2,741	American	9	3,685
British	4	2,555	British	31	5,536
German	1	2,237	Dutch	8	868
Spanish	9	6,496	Danish	5	1,422
SAILING SHIPS.			French	2	106
Entered in cargo:			German	4	1,912
American	16	8,248	Haitian	7	287
British	18	2,105	Norwegian	20	15,452
			Spanish	3	254

Telegraph steamers, warships, and yachts.

Nationality.	Number.	Description.
TELEGRAPH STEAMERS.		
British	1	Grappeler, 496 tons.
French	3	Contre Amiral Caubet, 908 tons; Pouyer Quartier, 904 tons, and Seine, 1,805 tons.
WARSHIPS.		
American	4	Alliance, 12 guns; Essex, 6 guns; school-ships Saratoga and Chase.
British	3	Intrepid, 8 guns; Indefatigable, 8 guns; Cordelia, 10 guns.
Dominican	3	Restauración, 9 guns; Presidente, 7 guns; Yndependencia, 6 guns.
Dutch	2	Suriname, 3 guns; Alkmaar, 13 guns.
French	4	Dubourdieu, 3 guns; Iphigénie, 18 guns; Foulton, 9 guns; Amiral Rigault de Genouilly, 8 guns.
Italian	1	Cristoforo Colombo, 12 guns.
Norwegian	1	Ellida, 8 guns.
Russian	1	General Admiral, 23 guns.
Spanish	3	Isabel II, 13 guns; Concha, 11 guns; Ponce de Leon, 4 guns.
YACHTS.		
American	5	Intrepid, Scythian, Normahal, Sultana, Columbia.
British	1	Rhouma.

SUPPLEMENTARY REPORT.

In conformity with Department circular of August 10, I have the honor to report the following:

There is little prospect of trade improvement here. The population of the island is 12,000, nine-tenths of whom are colored, and their wants are but small. Their whole dependence is on vessels that touch at this port, as there is no produce raised on the island except cattle for home consumption, and market vegetables. Almost all food supplies, such as salt provisions, canned goods, flour, corn meal, peas, beans, etc., come from the United States.

IMPORTS FROM THE UNITED STATES.

I have had letters from manufacturers and others from all States in the Union, which I have invariably answered, and have succeeded in a small way in introducing our goods, such as boots and shoes, zinc roofing, bicycles, and occasionally some cotton goods. These are acknowledged to be superior in quality to either German or English goods, and wear longer, not being mixed with East India short-staple cotton.

In the last two months, there have been imported here some fifty bicycles from New York, and more have been ordered. There appears to be a bicycle craze, as a club has been formed, and both young and old ride.

EXCHANGE.

The exchange between these islands and the United States has for many years been calculated at 4 per cent. In other words, the American dollar is worth \$1.04 Danish, whether gold or currency. I have seen bottomry bonds on disabled vessels advanced by New York bankers and insurance companies at those rates.

Licenses here for carrying on business are called burghers' oaths, and are taken out for one year, costing \$60. Commercial travelers pay no license or tax whatsoever.

SHIPPING.

There are four schooners owned here, which carry on trade between the islands, under the Danish flag. All were built in the United States. There are no discriminating laws or regulations here which affect United States vessels, there being one tariff rate for all. There are no copy-right or trade-mark laws.

POSTAL RATES.

The existing postal laws are exorbitant, and are as follows: To St. Kitts, Antigua, Guadeloupe, Puerto Rico, and Santo Domingo, 5 cents per half ounce; to the United States and all other parts of the world, 10 cents.

TARIFF.

Regarding duties, there is 3 per cent charged on all goods imported. There are no harbor and light dues. The pilotage fees are small and not

compulsory, but all vessels discharging or taking in cargo have to pay 50 cents per ton on amount of cargo delivered or received, except when full cargoes of coal are brought here. In this case, the duty is charged on registered tonnage, which in most cases reduces it to 25 cents on amount of coal delivered. The existing laws will remain in force until 1900.

DUTIES IN ST. CROIX.

Inclosed, please find the tariff duty on imports and exports for the Island of St. Croix, obtained from the custom authorities here, which will be found altogether different from the tariff imposed here. The reason, I presume, is that St. Croix is well cultivated, and raises large quantities of sugar and rum, whereas St. Thomas raises none, and the people are dependent for a livelihood principally on vessels frequenting the fine harbor of Charlotte Amalia.

JAMES H. STEWART,
Consul.

ST. THOMAS, September 6, 1897.

Import duty at St. Croix.

Articles.	Duty.
B.	
Flour per 100 pounds..	\$0. 60
Rye, oatmeal, corn meal, and other kinds .....	. 25
Bread .....	. 75
Bread of other grain than wheat .....	. 85
Peas per barrel..	. 25
Beans .....	. 25
Beef, tongues, sausages, hams, salted, smoked, or dried	per 100 pounds.. 1. 25
Pork, smoked and salted .....	. 80
Fish, dried and salted .....	. 25
Fish, smoked or pickled .....	. 40
Butter and cheese	1. 50
Lard .....	. 40
C.	
<i>Duty, 5 per cent on value.</i>	
Iron, steel, lead, zinc, tin sheet, spelter, rope, tar, pitch, rosin, chalk, lime, cement, plaster of paris, bricks, tiles, flags, lumber of all kinds, anchors, chains, blocks, harness for mules, live cattle, oats and corn, bran, hay, charcoal, salt, tallow, carts and wheels, axles and cart boxes for carts, and canvas	
<i>Duty, 12½ per cent on value.</i>	
All other articles of whatsoever name or origin and description, which are not mentioned under B and C. On goods from Denmark one-half duty is charged, besides giving drawback for the duty paid in Denmark	
<i>Duty-free goods.</i>	
Shooks for rum and molasses puncheons, staves, heading, agricultural implements, implements for sugar boiling and rum distilling, also for sugar mills, timber, fire bricks, machinery, and parts of same, fresh fish, turtles, greens and vegetables, steam coal, mules, asses, manure, printed books, pamphlets, furniture, when accompanied by the owner who has used same	

Export duty at St. Croix.

Articles.	Duty.
	<i>Per ct.</i>
Sugar to Denmark in Danish vessels	5
Sugar to Denmark in foreign vessels	10
Sugar to foreign places in any vessel	10
Rum and molasses to Denmark in Danish vessels	5
Rum and molasses to Denmark in foreign vessels	5
Rum and molasses to foreign places in any vessel	5

CHRISTIANSTED.

Statements showing the imports into and exports from Christiansted during the fiscal year ended March 31, 1897.

IMPORTS.

Whence imported:	
Denmark	\$1,788
St. Thomas	58,590
United States	242,821
Other countries	103,970
Total	407,099

EXPORTS.

Whither exported.	Sugar.	Rum.	Molasses.	Total.
Denmark	\$10,906.66	\$11.89		\$10,918.55
St. Thomas	1,688.98	2,436.86	\$18.84	4,139.18
United States	75,438.28	916.32	1,743.60	78,098.20
Other countries	212,785.80	81.36	816.32	213,133.48
Total	300,819.72	3,395.93	2,073.76	307,289.41

FREDERICKSTED.

Statement showing the imports and exports of Fredericksted during the fiscal year ended March 31, 1897.

IMPORTS.

From—	Dutiable.	Free.	Total.	Duty.
Denmark	\$18,647		\$18,647	\$1,927
St. Thomas	45,075	\$3,910	48,985	5,189
United States	211,264	33,096	244,360	18,253
All other	77,055	81,727	158,782	7,753
Total	352,041	118,733	470,774	33,122

EXPORTS.

Exported to—	Sugar.		Rum.		Molasses.		Total.
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.	
Denmark	242,678	\$4,976	36,246	\$5,798			\$10,774
United States	10,168,091	231,177	19,415	3,106	6,579	\$526	234,809
St. Thomas	3,339	70	8,127	1,299	288	22	1,391
Other American countries	4,105,435	92,484	423	68	187,777	11,030	108,572
Total	14,518,633	\$28,707	64,211	10,271	144,644	15,568	350,546
Duty collected		16,386		305		346	17,036

Value of the exports declared for the United States at the several consular offices in the Danish West Indies during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	March 31.	June 30.	
CHRISTIANSTED.					
Limes.....	\$19. 76				\$19. 76
Rum.....	94. 08	\$396. 08	\$547. 24	\$1, 281. 30	2, 318. 70
Sugar.....	18, 479. 51	11, 174. 81	17, 300. 10	28, 233. 79	75, 188. 21
Tamarinds.....	93. 29	90. 25	8. 00	509. 05	700. 59
Total.....	18, 686. 64	11, 661. 14	17, 855. 34	30, 024. 14	78, 227. 26
FREDERICKSTED.					
Sugar.....	52, 352. 61	20, 765. 72	45, 360. 77	214, 092. 77	330, 571. 87
Molasses.....	740. 82		979. 97	870. 80	2, 591. 39
Rum.....	1, 253. 84	1, 204. 12	818. 07	3, 331. 75	6, 607. 78
Bay rum.....	443. 17	72. 50		970. 79	1, 486. 46
Total.....	54, 790. 44	22, 042. 34	47, 158. 81	219, 265. 91	341, 257. 50
ST. THOMAS.					
Bay rum.....	1, 488. 80	1, 647. 61	2, 442. 80	4, 421. 33	10, 000. 54
Bay oil.....	315. 01				315. 01
Bay spirit.....	100. 09	100. 09			200. 18
Goatskins.....	235. 20	479. 96	151. 73	194. 78	1, 061. 67
Rum.....		109. 91		355. 71	465. 62
Sugar, crystallized.....				1, 209. 13	1, 209. 13
Sugar.....	532. 63				532. 63
Tons-les-mois.....	24. 50				24. 50
Turtle-shell.....		4, 155. 14		590. 00	4, 745. 14
Total.....	2, 696. 23	6, 492. 71	2, 594. 53	6, 770. 95	18, 554. 42
RECAPITULATION.					
Christiansted.....	18, 686. 64	11, 661. 14	17, 855. 34	30, 024. 14	78, 227. 26
Fredericksted.....	54, 552. 25	22, 042. 34	47, 158. 81	219, 265. 91	343, 019. 31
St. Thomas.....	2, 099. 23	6, 492. 71	2, 594. 53	6, 770. 95	18, 554. 42
Total.....	75, 935. 12	40, 196. 19	67, 608. 68	256, 061. 00	439, 800. 99

DUTCH WEST INDIES.

CURAÇAO.

During a large part of the past year, Curaçao has passed through a financial crisis, caused by the low prices of products in Venezuela and Colombia, as this island may be considered a dependency of those countries commercially. The scarcity of money and long credit allowed here give those in business small margin of profit; and on this account, all merchants have imported as little as possible, with the exception of necessities or food supplies, such as flour, corn meal, corn, salt beef and pork, hams, bacon, lard, butter, and canned goods, that mostly come from the United States.

On the return of prosperity and with money again in circulation, an increase in the demand for our manufactured goods can be expected. As there are no railroads or manufactories of any kind on the island and it is not an agricultural country, no machinery or tools are imported.

A new business has lately been established here in street carriages for public service, and the vehicles used for that purpose, as well as private carriages and bicycles, are of United States manufacture.

Since my predecessor sent his report on commerce (Commercial Rela-

tions, 1895-96) there has been no change in the steamship lines and mail communications to and from Curaçao.

L. B. SMITH, *Consul*.

CURAÇAO, *January 18, 1898.*

Value of exports declared for the United States at the several consular offices in the Dutch West Indies during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ARUBA.					
Aloes.....		\$2,643.78		\$294.50	\$2,938.28
Bones.....		115.00		101.04	216.04
Divi-divi.....		4,801.59		3,002.00	7,803.59
Hides and skins.....		278.08		458.00	733.08
Manure.....		900.00			900.00
Peanuts.....		1,212.75			1,212.75
Salt.....		147.72			147.72
Straw hats.....		20.20			20.20
Sundries.....		17.00			17.00
Wood.....		1,556.50		291.97	1,848.47
Wool.....				188.80	188.80
Total articles.....	11,692.62			4,336.31	16,028.93
Charges.....		664.89		1,054.65	1,719.54
Total.....		12,357.51		5,390.96	17,748.47
BUEN AYRE.					
Salt.....	\$3,995.30	6,624.25			10,619.55
CURAÇAO.					
Aloes.....	2,039.41	1,567.72	137.33	3,610.08	7,354.54
Bones.....	600.00		436.05	112.56	1,148.61
Coffee.....			841.68	726.00	1,567.68
Divi-divi.....	418.20	345.60	345.79	1,361.22	2,470.81
Hides and skins.....	8,216.88	4,560.64	6,267.77	5,472.29	24,517.58
Returned goods.....	932.18	82.10	23.03	418.25	1,455.56
Salt.....	2,705.40	3,810.00	3,953.48	1,610.00	12,078.88
Straw hats.....	627.56				627.56
Sundries.....	534.40	425.73	1,951.00	118.00	3,029.13
Wood.....	4,886.99	2,145.08	4,348.75	6,016.37	17,397.19
Wool.....	307.01	76.35	23.35	339.51	746.22
	21,268.03	13,013.22	18,328.23	19,784.28	72,393.76
Charges.....	572.50	286.96	226.98	410.61	1,497.07
Total.....	21,840.53	13,300.20	18,555.21	20,194.89	73,890.83
RECAPITULATION.					
Aruba.....		12,357.51		5,390.96	17,748.47
Buen Ayre.....	3,995.30	6,624.25			10,619.55
Curaçao.....	21,844.53	13,300.20	18,555.21	20,194.89	73,890.83
Total.....	25,835.83	32,281.96	18,555.21	25,585.85	102,258.85

FRENCH WEST INDIES.

GUADELOUPE.*

I send report on the commerce of Guadeloupe for 1896; also supplementary statement of same from January 1 to June 30, 1897. Of course, this report is not as definite as I should wish, as no statistics are given except at the end of the calendar year; but it is as correct as careful inquiries at the various departments will permit.

* In response to circular of August 10, 1897.

FINANCIAL CONDITION.

Although crops of all kinds were above the average, the prices in France (to which country, owing to the favoring bounties or rebates, all produce here is exported) were unfortunately very low.

The year might, however, have been considered fairly prosperous had it not been for the difficulty of obtaining means of remittance (the result of the shortages of two years' crops). This crippled business to a serious extent and almost entirely arrested the trade with the neighboring British islands, which gave regular employment to a number of coasting vessels. The masters and owners, through inability to obtain exchange for their produce and freights, were obliged to retire from the trade until matters should improve.

The only bank, the Banque de la Guadeloupe, which ceased issuing drafts in September, 1895, recommenced drawing in February, 1896, at 7 per cent for ninety days, which continued until June, when the drawings were limited to 500,000 francs (\$96,500) per month, at 10 per cent for one hundred and twenty days, not being one-fifth of the amount applied for. In September, the drawings ceased altogether, and for such occasional private paper as could be secured, from 13 to 18 per cent premium was readily paid. Masters of over-sea vessels were in many cases obliged to deposit their freights in the bank for several months until drafts could be obtained.

Silver coins have entirely disappeared from circulation. Exportation of copper coin was prohibited by presidential decree of December 7, 1895. To meet the demand for small change the governor authorized the emission of 800,000 francs (\$154,400) in treasury notes of 2 francs (38 cents), 1 franc (19 cents), and 50 centimes (9½ cents), which replace silver up to this present day. On the other hand, the minister, on July 28, declined to sanction the coinage of special coin (small silver money for the colony).

The payment of the bank dividends was again suspended by order of the minister in 1896. Bank shares (par value 500 francs) which, twelve months ago, were worth on the market 1,100 francs (\$212) were probably worth in December, 1896, the same value, 500 francs (\$96).

By a presidential decree, the bank charter was prolonged until January 1, 1898.

In spite of the difficulty caused by lack of exchange, which forced dealers to restrict their importations (although the imports of 1896, according to Government statistics, were nearly 3,000,000 francs (\$579,000) in excess of the exports) and greatly hampered business generally, very few failures have been declared, and none of much importance, which shows a wonderful vitality in the commercial body of the place.

So far, there is no sign of any improvement for the year 1897, as the bank has been issuing drafts at 30 per cent premium, at ninety days' sight, on the National Bank of Discount of Paris since the 1st of February, 1897.

LOSSES TO UNITED STATES VESSELS.

Captains of United States vessels are often heavy losers on account of this exorbitant premium, as freight is taken at a low figure for this island. The brokers in New York certainly know this bad state of affairs, as I have notified many of them of the difficulty of obtaining drafts at a rate less than 30 per cent, which, at ninety days' sight, is

equal to a loss of nearly 33½ per cent. Dealers in all commodities have advanced their prices in accordance with the high rate of premium of the bank.

SHIPPING.

The following vessels entered the port of Pointe à Pitre from January 1 to June 30, 1897:

Nationality.	No.	Tons.	Nationality.	No.	Tons.
American	9	3,830	Russian	3	778
British	36	39,652	Swedish	1	495
French	35	18,469	Danish	1	276
Italian	15	7,011			
Norwegian	8	5,125	Total	111	76,933
Austrian	3	1,297			

There have arrived from France during the same period 34 French mail steamers of the Compagnie Générale Transatlantique; also, at Basse Terre, 26 English mail steamers of the Royal Mail Steam Packet Company.

GENERAL REMARKS.

Messrs. Clark & Service, Glasgow, secured for the eleventh time the contract for the transport of the Darboussier and Port Louis sugar to France, about fourteen cargoes.

The Compagnie Générale Transatlantique started in October, 1896, a new monthly line of steamers between New York and Martinique, Guadaloupe, and Haiti, but since the loss of one of the steamers, the *Ville de St. Nazaire*, no more have appeared. It seems that the business did not pay, and the line has been withdrawn.

The dredger *Dolphin*, formerly of St. Lucia, has been employed during the greater part of the last year widening and deepening the Pointe à Pitre channel and harbor, which enables the largest ships to enter easily, but the dredging of Le Maule's harbor was postponed for fear of damage to the dredger.

A vice-consulate for Spain and a consular agency for Italy have been created.

There has been no change in port charges except that the military hospital charge was increased from 5.78 francs to 6.34 francs (\$1.11-\$1.22) per day.

Masters of vessels bound to St. François have now the option of entering at Pointe à Pitre or Le Maule.

The steamer *Horten*, 133 tons register, was purchased in Norway for the local and Cayenne trade and has been running since the first of the year 1896.

Two Norwegian vessels were lost last year. One large iron British ship, *Mary Blundell*, bound to New York, was wrecked on the first of this year. In this connection, it should be remarked that sales of wreckage realize next to nothing on account of the customs duties, under which old goods pay the same as new. The expense of salvage often exceeds the proceeds under these conditions.

In September of last year, the United States schooner *John A. Matheson* arrived to load iron sand from the beach at Ste. Marie, but owing to some difficulty about the concession, the Administration allowed only 60 tons to be taken away.

CROPS.

In certain districts of the colony, the shot borer committed such ravages during the year that the canes had to be immediately cut and

ground in order to save the juice for making rum. The cocoa, coffee, and sugar crops are all over since March 1, and naturally, business has considerably declined.

The weather this year has been quite favorable, and the crops were in general superior to the previous year. In November last year, we had torrential rains with storms during three or four weeks, causing floods in many parts and necessitating a grant of 10,000 francs (\$1,930) to the sufferers in Pointe à Pitre alone. Landslips and loss of life occurred, and great damage was done to roads, streets, and bridges.

This year, we experienced on the 29th of April a severe earthquake, causing death and injury to about seventy-five persons and very serious damages to property. To the credit of the French Government and people, there has been furnished to the sufferers an amount equal to 2,150,000 francs (\$441,950).

The "déchet de fabrication" (loss in weight) on sugar exported to France was fixed by the minister of finance at 26.88 per cent for the year, while the "détaxe (rebate) of distance," which was fixed last year at 2.25 francs, has been for this year (1897) withdrawn, thus benefiting our sugar 2.25 francs (43 cents) for this year's crop.

No attempt has yet been made to construct the Pointe à Pitre-Le Maule Railway or the much-required bridge across the Rivière Salée.

On the 14th of July, there was a great fire at the Maule, which destroyed over a third of the city, the principal buildings being burned. This catastrophe has been much felt and will do a great deal of harm to business in that place.

PROPOSED TAX ON FOREIGNERS.

A proposition was made by the general council that a tax of 10 francs (\$1.93) per male and 5 francs per female adult should be imposed on all foreigners authorized to establish themselves in the colony. It has been referred to the Administration.

IMPORTS FROM THE UNITED STATES.

The imports from the United States into Guadeloupe from January 1 to June 30, 1897, were:

Articles.	Quantity.	Articles.	Quantity.
Flour.....barrels..	21,916	Salmon.....half barrels..	17
Biscuits.....do.....	2,391	Apples.....barrels..	20
Do.....cases.....	290	Corned beef.....cases..	163
Corn meal.....barrels..	132	Mules.....cases.....	42
Do.....half barrels..	139	Horses.....	1
Corn.....bags.....	7,225	Small lentils.....barrels..	2
Pork.....barrels..	636	Tobacco.....hogsheads..	19
Do.....half barrels..	924	Do.....half hogsheads..	70
Beef.....barrels..	354	Do.....boxes.....	4
Do.....half barrels..	625	Shooks.....sugar hogsheads..	29,108
Smoked herrings.....boxes..	13,861	Do.....sugar barrels..	12,332
Cotton-seed oil.....casks..	1,090	Do.....rum casks.....	2,400
Do.....cases.....	420	White pine.....feet.....	636,932
Red beans.....barrels..	1,766	Pitch pine.....do.....	405,167
Green peas.....do.....	114	Asparagus.....cases.....	6
Kerosene.....cases.....	7,175	Wine.....casks.....	20
Sardines.....do.....	200	Oats.....bags.....	100
Butter.....do.....	243	Nitrate of soda.....do.....	2,605
Oleomargarine.....do.....	1,605	Saltpeter.....do.....	612
Lard.....do.....	2,049	Irish potatoes.....barrels..	235
Do.....firkins.....	80	Wallaba shingles.....	50,000
Pork heads.....barrels..	45	Rice.....bags.....	50
Beer.....do.....	272	Soap.....cases.....	3
Hams.....casks.....	76	Bran.....bags.....	5
Do.....cases.....	9	Onions.....barrels..	15
Salmon.....barrels..	10	Vegetables.....cases.....	2

This includes the total importation of United States products, by steam and sail. The Quebec Steamship Company has been carrying most of the freight for the past six months, the rates being so reasonable as to compete effectively with the trade of the United States sailing vessels.

The total value of imports from the United States for the six months ending June 30, 1897, is about \$290,410.

JACOB E. DART, *Consul.*

GUADELOUPE, *August 31, 1897.*

Exports from January 1 to January 31, 1898.

Articles.	For January, 1898.				For January, 1897.			
	France.	Colonies.	Other countries.	Total.	France.	Colonies.	Other countries.	Total.
Sugar, refined..... kilos..	3, 341	8, 559	.....	6, 900	678, 431	3, 337	330	677, 098
Sugar, raw..... do.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses..... liters..	.....	100, 054	.....	100, 054	.....	338, 813	.....	338, 813
Rum and tafia..... do.....	4, 937	1, 453	117	6, 527	438	1, 285	25	1, 748
Coffee..... kilos..	83, 585. 2	5, 684. 5	15	89, 284. 7	406	4, 470	.....	4, 876
Cotton..... do.....	.....	116	.....	116	.....	.....	.....	.....
Cacao..... do.....	100, 872	.....	.....	100, 872	.....	50	.....	50
Annatto..... do.....	6, 700	.....	.....	6, 700	.....	.....	.....	.....
Logwood..... do.....	433, 050	.....	.....	433, 050	12, 820	.....	.....	12, 320
Vanilla..... do.....	105	42	1	148	.....	20	.....	20

Foreign exports in detail: Mexico, coffee, 15 kilos; Turks Islands, rum and tafia, 117 liters; Trinidad vanilla, 1 kilo.

Port charges.

Pilotage:

30-ton vessels and under.....	\$1. 93
30 to 60 tons.....	5. 79
60 to 80 tons.....	11. 58
80 to 100 tons.....	15. 05
100 to 150 tons.....	22. 77
150 to 200 tons.....	27. 79
200 to 250 tons.....	32. 81
250 to 300 tons.....	37. 82
300 to 350 tons.....	43. 03
350 to 500 tons.....	48. 05

Vessels above 500 tons pay \$48.05, besides 5 cents per ton above 500 tons.

Interpreter's fees:

60-ton vessels and under.....	\$0. 96
61 to 100 tons.....	5. 72
101 to 150 tons.....	6. 68
151 to 200 tons.....	8. 68
201 to 250 tons.....	11. 58
251 to 300 tons.....	15. 44
301 to 350 tons.....	20. 26
351 tons and above.....	26. 05

Steam towage.....	per ton..	. 05
Rowboat and 4 hands.....	.....	3. 86

Weights, 50 kilos equal 112 pounds.

Hauling:

White-pine lumber.....	\$0. 19
Hard pine.....	. 38

Stevedores:

Hogshead.....	. 09
Barrel.....	. 02

Trade allowance, 5 per cent for splits on white-pine and spruce lumber.

Bill of health from the medical authorities, free.

FRENCH WEST INDIES: GUADELOUPE AND MARTINIQUE. 733

Customs of the port.—Bond rent, per annum and for any time under twelve months 2 per cent.

Ligherage.

Per 20-ton lighter	\$7. 72
On rice, coal, and general merchandise .....	. 38
On sugar	per hogshead.. . 24
On mules and horses .....	. 48

Vessels drawing up to 15 feet, English, can discharge alongside the wharf, paying 96 cents per day for skids' hire.

Ballast: Sand, per ton, 77 to 87 cents; stone, per ton, 96 cents to \$1.06.

Labor, 96 cents per day.

Sales effected on time.

Bank discount, 6 per cent per annum.

EXCHANGE.

Per cent.

90 days, Guadeloupe bank bills on the Comptoir National d'Escompte de Paris.	30
60 days sight	31
30 days sight	32
10 days sight	33

Water, 5 cents per ton up to 500 tons; per every additional ton, 2½ cents.

The quay and statistical dues have been revised and are, from January 1, 1897, as follows:

WHARF DUES.

Per package, up to 100 kilos	\$0. 01
101 to 200 kilos .....	. 04
201 to 300 kilos .....	. 05
301 to 400 kilos .....	. 07
401 to 600 kilos .....	. 08
601 to 1,000 kilos .....	. 09
1,001 kilos and above .....	. 19
On lumber	per 186 meters!.. . 08
On white shingles	per 1,000.. . 02
On cypress shingles	do .. . 04
Coal	per ton .. . 06
Beer and cider	per 900 liters.. . 19
Horses and mules	per head.. . 09
On goods in bulk	per ton.. . 19

Statistical duty, 3 cents per package on goods contained in casks, barrels, cases, boxes, bags, and other packages, and 3 cents per 1,000 kilos (2,204.6 pounds) on goods in bulk, such as coal, etc.

Value of exports declared for the United States during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bay oil	\$251. 24			\$103. 34	\$359. 58
Vanilla beans	34. 18			936. 75	974. 91
Tortoise shells		\$293. 05			293. 05
Bay leaves and vanilla			\$2, 664. 35		2, 664. 35
Total	285. 40	293. 05	2, 664. 35	1, 045. 09	4, 287. 89

MARTINIQUE.

The activity which, during the first six months of each year, had characterized the trade movement of Martinique was wanting to some extent, from January to July 1, 1897.

SUGAR INDUSTRY.

The general depression, in the first instance the result of the poor prospects of obtaining fair prices for sugar, which is the only consid-

¹ 1 meter = 39.37 inches.

erable staple commodity exported except rum—an apprehension fully realized by the ruling prices in France of these products, which have been at the lowest values ever known—was further accentuated by the unexpected suspension of the principal commission firm. This firm had had direct and extensive relations with the sugar factories and had made them advances, and its notes, discounted by the Bank of Martinique and by the Martinique agency of the Colonial Bank of London, were indorsed by Messrs. Charles Ariés & Co., who found they could no longer continue their business. The cessation produced a momentary panic, which threatened to seriously involve the sugar factories and oblige many of them, in turn, to suspend. So general a calamity, involving not only a commercial and financial, but also a social crisis, by suddenly throwing many agricultural laborers out of employment, was prevented by the timely intervention of the authorities, who, after in vain endeavoring to induce the said firm to resume its operations, very strongly urged the director of the Martinique Bank to resume advances of the necessary funds to the factories, in order to avoid interruption of the labor in the cane fields and other departments connected with the working economy of these establishments. This was all the more urgent and imperative, seeing that the suspension of the firm, on the 17th of May last, occurred at a time when the sugar crop was in full swing. Such of the factories as were in a position to take up their notes at the bank and to make satisfactory arrangements have done so or are in the course of doing so, in that proportion relieving the liabilities of the suspended firm. At this writing, it is impossible to state, whether two or three factories will succeed in making the necessary terms, which consist in issuing preferred obligations in lieu of the said notes and in an engagement to pay yearly certain amounts, varying from 150,000 francs (\$28,571.42) to 100,000 francs (\$19,047.62), out of their revenues; these payments to take place to the prejudice, if need be, of the shareholders, who have consented, in order to save the factories, to forego the advantage of dividends.

Two of these factories, however, unable to stem the adverse current, have succumbed. These are "Simon" and "Vauclin," the former of which is in hopeless insolvency; and, although the latter might have continued, as the banks were willing to make similar terms, the other creditors refused to consent to any such arrangement, and hence its failure. These events, added to low prices for colonial products, and another recent commercial failure (F. Tanon & Co.), have naturally produced a feeling of uneasiness and depression which is felt by all classes of the community. It is foreseen that the last six months of the year will be exceedingly dull, as exports almost cease during the interval. The astonishing vitality of the island, however, its fertile soil, and the bounty, with other privileges afforded by the home government, added to increased economy in the working of the factories, in every department of industry, and in the home life of the people, will, I am persuaded, ultimately lead to an era of prosperity succeeding its present misfortunes.

COMMERCE.

The total value of exports for the six months ending June 30, 1897, is 11,046,914 francs (\$2,104,174.09). The value of imports for the same period is 12,239,667 francs (\$2,331,174.76). The difference against the island is therefore 1,192,753 francs (\$227,191.04). I may add that as most of the produce has been quickly shipped with a view to early

realization, it is certain that although the quantity exported (as per statement hereinafter given) for the six months ending June 30 nearly equals that of last year, yet the crop will be less during the whole year 1897 than that of 1896. Such being the case, imports must decrease during the interval of next crop, or there will be a considerable balance of trade against the colony on the 31st of December next.

BOUNTIES TO SUGAR INDUSTRY.

The Martinique Bank has accorded to the sugar factories on all their ninety-day drafts on shipments (to France) a premium of from 6 to 7 per cent, the bank in the first instance selling ninety-day drafts at 8 per cent, limited monthly drawings, and now selling limitedly on sealed offers at 11 and 12 per cent, with the probability of these rates being considerably advanced before the commencement of the crop of 1898. I may add that the factories are compelled to contract to sell their drafts to the Martinique Bank. This rate of exchange accorded to sugar producers, added to the bounty of 7.50 francs for 98° and 7.40 francs for 92° per 100 kilos (equal to \$1.44 and \$1.42 per 220 pounds) paid in France on colonial sugars shipped thereto, has helped them in their present embarrassment. Independently of these favors, colonial sugars are now accorded a "détaxe de distance" (rebate) of 2.25 francs (42 cents) per 100 kilos of sugar of 100°; and as the produce of the colony averages in all grades 92°, there is for the benefit of colonial sugars the additional sum of about 2.07 francs (39 cents) per 100 kilos to assist in covering the expense of shipment to France, as the term "détaxe de distance" implies.

The aid to the colonies granted by the mother country was particularly welcome during this season, when the unprecedented average figure of 25 francs per 100 kilos (\$4.82 per 220 pounds) has been quoted for sugars of the colonial grades in France. Certainly, without this system of bounty and aid, all the sugar factories would have been closed and general ruin would have resulted.

EXPORTS.

From January 1 to July 1, there were exported the following quantities of produce:

	1897.	1896.
Factory sugar.....pounds..	¹ 66,900,000	69,900,000
Brown sugar.....do.....	128,000	52,800
Total sugar.....do.....	67,028,000	69,952,800
Coffee.....do.....	2,200	4,800
Cocoa.....do.....	689,000	525,000
Logwood.....do.....	2,200,000	2,540,000
Rum.....gallons..	2,300,000	2,200,000

¹ In round numbers.

With the exception of sugar shipped to St. Vincent (23,000 pounds) and to St. Thomas (1,500 pounds), all the above items were shipped to France. In the case of sugar, this route is especially obligatory in order to receive the bounty already alluded to, as, if shipped to any foreign country, this bounty would not be paid. In this connection, I beg to

call the attention of the Department to this enforced restriction of the trade between the United States and this island. Martinique receives its essential means of existence from the United States, but ships nothing in return.

BANK OF MARTINIQUE.

The new manager, but recently arrived here, has commenced to exercise, in conjunction with the administrative council of the establishment, a strict control over the admission of pro notes for discount, refusing those which do not offer the necessary guaranty of two good signatures, or the subscribers and indorsers of which have their credit exhausted at the bank. He has also exacted a balance sheet or explanation of the status of each commercial and industrial establishment doing business with the bank. These measures have been adopted because, in the opinion of the manager, sufficient firmness and order in this particular had been lacking, resulting in an accumulation of unpaid and constantly renewed notes. The manager is strict as regards new transactions, and endeavors to obtain payments on renewed notes whenever possible, hoping to administer more efficaciously the affairs of the bank. Already, according to the balance sheet of the 1st of July, nearly 800,000 francs of notes have been put to profit and loss, or one-fifth of the reserve fund, of which 298,658.85 francs (\$56,887.40) remain, according to the statutes of the bank, to be considered as an asset until absolutely lost. There will certainly be further amounts (in notes) to be similarly disposed of; but even if the bank loses in this way, as well as on loans on sugar crop, 3,000,000 francs (\$571,428.57), it would still be solvent and able ultimately to surmount the difficulties of the present crisis, which is common to all the sugar-producing islands of the West Indies. On the 1st of June, the bank's statement showed 4,753,093.36 francs (\$905,351.11) in notes discounted, of which the commercial circle, I am persuaded, is represented by only 1,000,000 francs at the outside, the rest being, in reality, subscribed by planters and factory managers and indorsed by their agents or commission houses of St. Pierre. Thus, the agricultural question is the principal one with which to grapple; and should this interest revive and planters be able to pay off old debts and keep, by fair prices and strict economy, their liabilities within due limits, the general condition of the island would thereby be greatly benefited and the effect on trade be correspondingly profitable to all concerned. The amount represented by loans on sugar crop is, to June 30, 361,925.35 francs (\$69,851). It is estimated that when the accounts of the '97 crop, as regards the bank, are closed, there will be a considerable balance due to be transferred to new accounts, as if loaned on the '98 crop, thus preserving the special privilege of the bank. The system observed and the principles involved under this head were duly explained in my report of the 8th of October, 1896.* The interest on these loans on crops is 5 per cent, and payment of same continues to the end of crop and until the transfer, if it is deemed expedient to renew the account on the following crop. The rate of discount was for a number of years and up to a month ago 8 per cent per annum, or 3 per cent for four and one half months—the average limit of credit. It is now 6 per cent per annum, or 2½ per cent for four and one-half months.

The Martinique agency of the Colonial Bank of London does not discount. In fact, it is doing hardly any business, and is awaiting better times and endeavoring, as far as possible, to realize its outstand-

* Printed in Commercial Relations, 1895-96.

ing liabilities. The crops for 1898, especially that of sugar, promise well, and hopes are entertained of good yields.

In certain parts of the island, the cane borer has made its appearance, together with other maladies proceeding from the attacks of the asterias and other ravagers of the cane; but efforts are being put forth to combat this evil by gradually eliminating the old canes, they having degenerated from constant employment for over a century and a half, and replacing them with newer varieties, notably the Crystalline and Caledonian Queen, procured from St. Lucia and Barbados, and by proper attention to the soil and observance of other precautions.

The bounty given by the Colonial Government to planters of cocoa and coffee, as explained in a previous report,* bounties on vanilla and tobacco being since added, will stimulate exertion in these lines of agricultural production, and thus in time, it is hoped, furnish some compensation for the consequences of failure in price or yield of the sugar industry, which at present absorbs all the energy and capital of the island. The Government was led to hold out such an encouragement to the raisers of these minor products by considering the disadvantages and even danger of concentrating all the resources of the island in one system of agriculture and industry.

JULIUS G. TUCKER, *Consul*.

MARTINIQUE, *July 30, 1897.*

FIRST SUPPLEMENTARY REPORT.

A report in answer to Department circular of August 10, 1897, was partially anticipated by my report of July 30, 1897. I have now the honor to forward a supplement.

TARIFF.

The information required respecting duties on American goods is of a complex character. Up to April, 1893, when the general tariff of France was promulgated in this colony, there existed only a local tariff, very much simplified. The interminable general tariff is now applied, on the maximum or minimum basis, the latter with nations which, on an extended scale, enjoy the "most favored nation clause."

IMPORTS FROM THE UNITED STATES.

As a result of the new tariff in operation here, imports from foreign countries have been brought down to so small a limit (still further reduced on account of the languishing condition of the local trade as explained in previous reports) that I may say, with the exception of food stuffs, which are imperatively necessary to the life of the people, and which are imported under exceptional duties, that trade in other items with the United States has been considerably curtailed. Formerly, certain classes of dry goods, such as yellow cotton drilling or "domestics," long cloths, and calicoes were imported from the United States. Complaints were made, however, of insufficient attention being paid to the local taste and requirements, the long cloth, for instance, being too wide by a quarter of a yard; whereas goods from England

* Printed in Commercial Relations, 1895-96.

were and are always made up more in accordance with the expressed desire of purchasers.

From England (principally Manchester), still come various qualities of dry goods that are suited to the wants of the masses, the lower classes especially, but at an average duty of 50 per cent on their invoice value, based on the minimum privilege; whereas the same class of goods coming from France pays only a municipal or octroi duty averaging 5 per cent to 7 per cent. Similar items imported from the United States would, owing to the application of the maximum tariff, have to pay from 60 per cent to 75 per cent. British goods are, however, imported to a much less extent than formerly. The trade is persisted in for the reason that the goods are better suited to the wants of the laboring class than similar merchandise from France. As a rule, French prices are higher than British. These goods are cheap calicoes, cotton cloths, blue drilling, checks, and common handkerchiefs.

I may remark that recently signs are evident of the French manufacturers awakening to the necessities of the age. They are endeavoring to furnish cheaper and better goods, but to this date, British manufactures of the class enumerated are cheaper and more satisfactory. It can be easily understood from the foregoing that trade, not only in dry goods, but in other articles of foreign origin, whether the maximum or minimum tariff be applied, is prevented in many respects and curtailed in others by the new tariff. Martinique has no manufactures to protect, and the tariff is ruinous in its effects upon the island. Articles now imported from the United States are (outside of the usual food stuffs and live animals) a few watches, clocks, britannia ware, sewing machines, lamps, kerosene stoves (small and portable), ordinary plain furniture (articles carved, painted in colors, etc., are almost prohibited, the duty being nearly 100 per cent ad valorem), woven-wire mattresses, tin and enameled wares, etc.

The aggregate annual value of the above is estimated at from \$95,000 to \$100,000. Of tin and enamel ware, and, to a certain extent, of the other goods mentioned, it may be remarked that, in spite of the high duties, they are imported here cheaper than the first cost in France. The average number of sewing machines imported annually is 300, of which about 250 are furnished by the New Home Sewing Machine Company, of New York. The differential duty on these is 50 francs per 100 kilos (\$9.65 per 220.46 pounds), besides 5.40 per cent on their value, which is an octroi tax to which French machines are subject. In spite of this, however, United States machines are preferred, and are sold to the exclusion of those of national manufacture.

Agricultural implements, such as plows, subsoilers, etc., were, relatively speaking, largely imported from the United States previous to the enforcement of the general tariff, and although they are received to a limited extent under a heavy duty, they are much preferred to those of France or Belgium, the latter enjoying the minimum tariff rates, the former only paying 5.40 per cent on their value. But such articles can not be purchased in France as cheaply as to first cost and of as satisfactory a quality as similar goods from the United States. Carriage wheels, spokes, and other appurtenances of carriages are, consequently, exclusively imported from the United States. Felloes, spokes, etc., pay 3.50 francs (67 cents) per 100 kilos gross weight, including the cases, while wheels imported as such pay 30 francs per 100 kilos. In both cases, the octroi duty of 5.40 ad valorem is levied.

The next article of which the supply comes almost exclusively from the United States, owing to its superior quality and reasonable price,

is cotton canvas or "duck" for ships' sails and other purposes. Bicycles are at present not much used in the St. Pierre section of this island, owing to the rugged configuration of the land. Many more are used at Fort de France, and although United States bicycles are preferred and are superior, they are not imported, the differential duty being 25 francs per 100 kilos plus 5.40 per cent ad valorem municipal tax.

HOW TO INCREASE UNITED STATES TRADE.

I would respectfully advise that United States merchants and manufacturers be as diligent in their efforts to please customers whom they may have already, as those they wish to attract. European manufacturers and exporters employ as traveling agents or clerks men of large experience in the various departments of commerce and industry which they are called upon to serve, and able to speak the language of the country to which they are sent to induce business. They not infrequently bring with them samples of their goods and wares with prices, but duly note the requirements of the locality, and endeavor with scrupulous care to satisfy them.

Another point of capital importance is the preparation of the catalogues distributed by British, Belgian, and German firms, foreign languages being always employed as the medium of conveying information to their clients and to those whose custom they are soliciting. Catalogues sent to Martinique are sometimes in French, Spanish, and Portuguese in one compilation, but generally entirely in French, which in my opinion is sufficient. In consequence of this care, they are read and understood by the parties to whom they are addressed. On the other hand, catalogues sent to Martinique by United States exporters and manufacturers are exclusively in English. I know of several business houses here who have American catalogues unopened in quantities, and whenever an American traveling agent passes this way, he is, with rare exceptions, from his total ignorance or his imperfect knowledge of the French language, unable to fully grasp the situation to be properly understood by dealers, or to comprehend as clearly as he should the views and peculiarities of the natives.

Let Americans follow closely the methods of their European rivals, and if ever a mutually satisfactory treaty is concluded between the United States and France, and the colonies are comprised therein, the United States will, as do Germany, Belgium, Great Britain, and other nations, at least benefit by the minimum duties of the general tariff. Then, with proper attention on the part of American exporters to the exposition of their goods, with proper packing, with efforts to suit customers, etc., I have no doubt of my countrymen being in time able to absorb much of the trade which, small as it is, falls to foreign nations notably to England and Belgium.

QUARANTINE.

Quarantine regulations are of a very stringent character where arrivals occur from infected ports. The duration of them, if no new cases occur during isolation, varies from fifteen to twenty-three days. For yellow fever it is fifteen days; for cholera, the latter term, or even longer, according to circumstances. In serious cases, vessels are sent to the lazaretto at the "Pointe de Bout," situated at the southern end of the island, where cargoes are discharged and fumigated and vessels and personal effects subjected to a similar process, at the expense of vessel and cargo.

The following are the charges per day:

First category:	
Officers	\$1.90
Children under 7 years .....	.67
Second category:	
Petty officers and soldiers .....	.95
Children under 7 years .....	.33
Third category:	
Immigrants (Chinese, Africans, or Indians)—	
Adults .....	.11
Children .....	.05½
Expenses on merchandise deposited and fumigated:	
Merchandise in packages, boxes, cases, and bales..... per 100 kilos ..	.19
Leather .....	.38
Skins not packed .....	.19

PORT CHARGES.

As regards port charges, there is no discrimination respecting any particular nationality, all being treated alike.

The following is a statement of port charges for St. Pierre, those of Fort de France and of the minor ports being in effect the same:

Official.

Stamp on inward manifest	\$0.05
Permit to load and unload .....	.95
Passport	1.15
Sanitary dues, per ton .....	.03
Moorage dues, taking lines ashore (optional)	4.80
Water tax, per ton .....	.02

Navigation dues.

Pilotage per vessel, inward and outward:	
150 and under 200 tons	\$15.64
200 and under 250 tons	19.05
250 and under 300 tons	22.48
300 and under 350 tons	25.68
350 tons and upward	29.15
Light dues, per vessel	3.80
Buoy dues, per ton	3.02
On pilotage, light dues, and buoy dues (called navigation dues), 10 per cent additional is charged	
Stamps for outward manifest and clearance, per vessel .....	.16

Interpreter's fees.

150 and under 200 tons	\$7.64
200 and under 300 tons	9.55
300 and under 400 tons	11.48
400 and under 500 tons	13.32
500 and under 700 tons	15.24
700 tons and upward	19.05

Interpreter's fees are one-third less if there is one consignee. If the cargoes are entered in one port and afterwards a portion thereof is delivered at request of consignee in another port, one interpreter's fee only is payable.

Regulations of the ports of St. Pierre and Fort-de-France are similar in their main provisions, and the minor ports of Trinity, Francois, Vaucelin, Simon, and St. Marie are governed in their regulations by those of the two first named. The harbor masters, with pilots and other subalterns, regulate the order of entry and departure of vessels in the harbors of the colony. In St. Pierre, vessels, under their orders,

are put in a line, the spot where each is to be moored duly indicated, and the harbor master directs all their movements while at moorage or leaving same. Pilotage is obligatory when coming from a foreign port, but not when proceeding from port to port of the colony. Masters of vessels may dispense with it and proceed under their own responsibility, or employ an experienced private individual, paying less than the legal or regulation fee.

On leaving St. Pierre, vessels can only take or be attached to a buoy which shall be indicated by the competent authority. When at the buoy, vessels shall hoist the large jib only when there is urgent necessity admitted by the harbor master. The port of St. Pierre is divided into three anchorage grounds: The first is reserved for vessels of the French merchant marine belonging to the ocean trade; the second is that reserved for foreign vessels; the third is reserved for the coasters or droghers of the colony.

These regulations were once rigorously carried out, but some of them, such as enforced anchorage according to locality, are at present not so strictly enforced. The supervision, however, of the harbor master and his subordinates, the necessity of captains of vessels paying a visit of etiquette to the harbor master on their arrival, of obeying his injunction as to placing their vessels in the order indicated, etc., are indispensable.

FREIGHT RATES.

Freights were for some time uniform for sailing craft from the United States, averaging from 40 to 50 cents per round barrel. Competition with steam led to lower rates, to which succeeded a firmer tone, until at present freights are high and, to the Martinique consignee, still more onerous, owing to charters specifying payment in American gold at par and at the rate of local exchange, which is quoted at 13 and 13½ per cent for ninety days' drafts on Paris.

EXPORT DUTIES.

Export duty is charged on the following native products: On sugar and molasses, per 100 kilos (220.46 pounds), 19 cents; on rum, per liter (1.05 quarts), one-fifth of a cent.

BOUNTIES.

This is a complex system established in France in virtue of the law of 1884, modified by that of 1886. The law affords the opportunity to sugar manufacturers of France to gain all they can in quantity of sugar turned out in excess of that on which duties are paid. In the first instance, the duty was 5.25 francs (\$1) per 100 kilos on beet sugar, and gradually augmented each year until now it is 7.75 francs (\$1.47) per 100 kilos of pure sugar of 100°. It is clear that, if by perfecting machinery and improving agricultural methods, the sugar manufacturers and beet growers get the maximum yield of sugar, the more that is obtained the larger is the quantity escaping the stipulated duty. Respecting the colonies, it was at first estimated that 10 per cent would be the gain as the result of the law, but during the two years from 1884 to 1886, it was found that beet sugar gained enormously, and, as the object of the law was to establish equality of treatment for the colonies with the beet-sugar industry, the law was amended in this way:

Whatever the percentage of gain resulting from any given year or season of beet sugar is ascertained to be, the same percentage is accorded to the colonies for the succeeding season. This percentage is ascertained by the customs authorities in France the 1st day of September of each year, the result of the beet crop of the preceding term being then fully established. The next succeeding colonial crop gets the benefit of said percentage, which is reduced to a certain figure, in francs and centimes, per 100 kilograms. This is certainly a bounty in disguise, but is called *déchet de fabrication* (loss in weight).

The following is the result for several years per 100 kilos (220 pounds) of pure sugar:

1890-91	\$1.65
1891-92	1.10
1892-93	1.36
1893-94	1.11
1894-95	1.21
1895-96	1.24
1896-97	1.53

It will thus be observed that this *déchet de fabrication*, or supposed loss in weight, is not fixed, but varies according to the returns or outcome of the beet crop, which depends on atmospheric influences and other causes. As the average strength of Martinique sugar is 92° and this privilege is based on 100° saccharine, it can be seen exactly how much sugar factories have gained each year since 1890-91. There is, however, a restriction of the privilege accorded to the colonies in that they are compelled to ship their sugar to France in order to obtain this *déchet de fabrication*; whereas beet sugar can be sent to foreign countries from France and still obtain the benefit of the system. Efforts have from time to time been put forth by the colonies to have this privilege accorded on the spot, and thus afford them the liberty to ship their sugar either to France or the United States, as they may at any time deem more conducive to their interest, but they have not as yet succeeded, owing to the influence of the commission merchants of the seaport towns in France, such as Bordeaux and Marseilles, who reap considerable profit from West India consignments, and that of the refineries of these localities, who find it advantageous to purchase, within easy distance, French island sugars. If the Government of France ever grants to the colonies this liberty of action, I shall promptly advise the Department of same, so that it may decide as to what steps it deems proper to take in reference to section 5 of the new tariff, respecting bounty-fed sugar.

There is also granted to the colonies what is called a *détaxe de distance* of 2.25 francs (43 cents) in 100 kilos of 100°, as a partial reimbursement of the expense of sending their sugar to France, seeing that beet sugar has not this expense to incur. Independently of the law just succinctly explained, a recent French law grants a downright export bounty of about 2.50 to 3 francs per 100 kilos of pure sugar, in retaliation for the new German law. In France, the former system is called *boni de fabrication* (benefit derived from manufacture), whereas the latter is designated *prime à la sortié* (bounty on export).

PRICES OF AMERICAN COMMODITIES.

Foodstuffs of the kinds imported have advanced, owing to high prices of wheat and flour in the United States and augmented rates of freights, added to high exchange for remittance drafts, which are, I may add,

exceedingly scarce, the bank issuing semimonthly an aggregate of but 150,000 francs (\$28,571.43).

PASSPORTS AND TAXES.

No passport system is exacted of foreigners, who come and go freely and without any annoyance on the part of the authorities.

I beg to repeat that French goods pay only the municipal tax, while goods from other countries pay this as well as the duties, whether maximum or minimum, indicated in the general tariff.

No important sale of vessels of foreign build has taken place lately. Immediately after the cyclone of August 18, 1891, several United States and British schooners—the former mostly hailing from Essex, Mass., and Portland, Me.—were sold to parties here; since then, there is nothing in this line to report.

RATES OF EXCHANGE.

Gold value may, on an average, be put down at 5.80 francs (\$1.10) to 5.93 francs (\$1.13) to the dollar, based on premium on Paris or other centers of France. Value of ninety-day drafts on above is between 12 and 13 per cent. This condition will, it is foreseen, be much ameliorated when the sugar crop, coming in about January and February, 1898, shall have been fairly inaugurated.

LAW ON IMPORT OF MOLASSES.

The new law, whereby the introduction of foreign molasses for the manufacture of rum is practically prohibited in this island, was published in the *Journal Officiel de la République Française* on the 17th of July last, having passed the Senate on the 14th of same. Previous to the 10th of May, 1895, the duty on foreign molasses was only 5 centimes (1 cent) per degree and per kilo of pure sugar. At the date named, the double duty of 10 centimes was, by virtue of a decree, put on this product. This decree, emanating from a law voted the same year and appended to the general tariff, established, on the basis of degree of saccharine, 15 centimes maximum and 10 centimes minimum duty, Martinique being accorded the latter.

The present law is 30 centimes (5.7 cents) maximum and 20 centimes (3.8 cents) minimum per degree and per kilo of pure sugar, and when it was promulgated in France it was supposed that the mother country would not render it applicable to this colony, as it would be destructive, to a large extent, of the distillery industry of the latter. Unfortunately, the law is now in force here and will, in my opinion, be untoward in its consequences, Martinique being accorded the minimum of same. The method of computing the duty on molasses will be the same now as it was when the duty was 5 centimes, subsequently 10 centimes, and at present 20 centimes.

The official chemist of the Government determines the density per liter and its degree of saccharine as follows: Supposing a puncheon of 400 liters (105 gallons) declared at the custom-house, its density being ascertained to be 1 kilo and 400 grams per liter and the degree of saccharine 60°, the duty would be, at 20 centimes, 67.20 francs (\$12.96) per puncheon, arrived at in this way: 400 liters + 1 kilo and 400 grams = 560 kilos of raw sugar. This quantity multiplied by 60° gives 336 kilos of pure sugar at 20 centimes = 67.20 francs per puncheon. Only 33.60 francs were paid according to the law just abrogated. The motive of

the legislator in practically prohibiting the entry into France of foreign molasses was to protect the native raw material and to endeavor to enhance in France the value of rum, the price whereof was at its lowest ebb. It was then complained by the distillers of France that to permit foreign molasses to be imported into Martinique under a lower duty and converted into rum for shipment to France would be defeating the object of the law; hence the enforcement of the latter here in spite of protests from the distillers, who foresee that the sugar factories will not be adequate to the demand for the raw material, and that several of the distilleries must be closed.

COUNTRIES ENJOYING FRENCH MINIMUM TARIFF.

Laws, decrees, and conventions between France and foreign countries I have deemed expedient to lay before the Department for examination, in order that it may appreciate the limited status accorded to the United States in view of the French general tariff of January 11, 1892.

The following are countries the product of which are benefited, when sent to France, by the minimum tariff:

Europe: Germany, Austria-Hungary, Belgium, Denmark, the Ottoman Empire (including its Asiatic and African possessions, Egypt and the regencies of Tripoli and Barbary), Great Britain, Greece, Holland, Russia, Sweden and Norway, law of January 11, 1892. Spain (including the Balearic Islands, Canary Islands, and its possessions on the coast of Morocco), decree of December 30, 1893. Roumania, Montenegro, law of January 30, 1893. Servia, law of July 25, 1893. Switzerland, decree of September 23, 1895.

Canada, decree of October 8, 1895.

Other countries: Mexico, Persia, Santo Domingo, and South Africa, law of January 11, 1892. Morocco, law of February 6, 1893. Argentine Republic, law of January 30, 1893, and the convention of 1882. Colombia, Venezuela, Ecuador, decree of October 25, 1893, and the convention of May 30, 1892. Uruguay, law of January 30, 1893, and the convention of July 21, 1892. Paraguay, decree of July 1, 1893, and the convention of July 21, 1892. Bolivia, law of July 16 and decree of December 3, 1894.

The United States of America: The minimum tariff only for the following products: Canned meats, fresh fruit or fruit in its natural state, dried fruit, except dried raisins; common wood, rough, squared, sawed, (undressed), wooden pavements (in pieces), staves, coal, apples and pears crushed, mineral oils. Decree of July 7, 1893.

A special and exceptional tariff for food stuffs, owing to the relative geographical position of the United States with this island, I have had several occasions to refer to. The following articles are thus specially and locally admitted: Salted and pickled beef in barrels, salted and pickled pork in barrels, smoked meats and tongues, lard, biscuits, corn, corn meal, rice, lumber (pitch pine and white pine), staves, coal, kerosene, fertilizers (artificial or natural, mixed or unmixed for agricultural purposes), rum and sugar, shooks, matches in wood or in other substances.

ELECTRIC LIGHT.

The installation of this system at Fort de France, during the course of last year, is certainly a progressive movement, which has communicated to the population of St. Pierre a spirit of emulation, as is instanced by a contract for a similar improvement at the latter. If the proposi-

tion is carried out, St. Pierre, being amply supplied with water power, will be in possession of an electric light of far greater efficiency than that of Fort de France, which is feeble and altogether unsatisfactory. There are two dynamos, which are worked by a water pressure calculated at 80 horsepower. This pressure comes from the waterworks connected with the canal Guedon that supplies the town, which is provided with 3,000 lamps. The annual subsidy to the company is 15,500 francs (\$2,952.28) for public lighting.

The tariff for private use is as follows: Lamps of 5 candles, 1.50 francs (28 cents) per month; lamps of 10 candles, 3 francs (57 cents) per month; lamps of 16 candles, 4.50 francs (86 cents) per month. In the event of an application for a larger number of lamps, the price is reduced to meet the circumstances of the case. There are no other towns in the colony likely to be supplied with the electric light, as they are of little importance and their revenues are too small to pay for it. The company at Fort de France has a capital of 50,000 francs (\$9,650), half of which is paid up. It is composed entirely of natives, and I foresee that this spirit of exclusiveness may obtain in the case of St. Pierre, unless a foreign engineer is sent here to study closely the topography and surrounding conditions, in order to be prepared to make a bid of marked advantage to the municipality over native and French offers. Of all foreigners except Russians, the Americans would be preferred, and stand a better chance of securing the contract. There is, however, one drawback—the question of exchange. The annual subsidy, the prices per lamp, etc., are all payable in local money, the depreciation of which could at any time depend on the rate at which drafts at thirty, sixty, and ninety days on Paris are sold by the bank. They now quote at from 12 to 13 per cent for ninety-day drafts. It may be more or it may be less at any time; but in making offers, this contingency must be taken into consideration.

TRANSPORTATION FACILITIES.

The means of locomotion consist of sailing craft around the coast, steamers plying between St. Pierre and Fort de France and between Fort de France and Lamartin, besides the communication between this port and around the southern coast to Marin, returning in reversed order. Traffic with the interior is carried on by means of ox and mule carts, carriages and horses, the roads all around the island being kept in excellent condition.

There is a tramway which runs about 4 miles along the coast from St. Pierre to a suburb called Fond Coré. It has a capital of only about \$10,000, and so far has paid its investors well, and the latter contemplate extending the line in the near future several miles farther to a place called St. Philomene, where a summer resort will be established, to which will be conducted the waters from the hot spring situated on the mountain of Precheur, in order that tourists may enjoy sea baths and the hot mineral waters at the same time. The scenery and climate at the foot of the picturesque hill and at the source of the spring, which is about 200 meters above the level of the sea, combine with rustic surroundings, pure and invigorating atmosphere, and delicious quietude to make one of the most favored health resorts of Martinique.

Exports of Martinique for the first six months of the years 1896 and 1897.

FIRST SIX MONTHS OF 1896.

Articles.	To France.	To French colonies.	To foreign countries.	Total.
White crystallized sugar.....pounds..	70, 313, 278	153, 132	2, 050	70, 468, 460
Raw sugar.....do.....	332	53, 582	488	54, 382
Molasses.....gallons..	203	1, 757	.....	1, 960
Rum.....do.....	1, 807, 549	27, 154	2, 784	1, 837, 487
Coffee.....pounds..	4, 980	.....	.....	4, 980
Cocoa.....do.....	531, 170	.....	.....	531, 170
Do.....do.....	263, 560	.....	.....	263, 560
Logwood.....do.....	2, 518, 326	.....	.....	2, 518, 326
Indigo.....do.....	988	.....	.....	988

FIRST SIX MONTHS OF 1897.

White crystallized sugar.....pounds..	67, 280, 970	198, 413	25, 251	67, 504, 634
Raw sugar.....do.....	28, 810	101, 894	2, 046	132, 750
Molasses.....gallons..	136	1, 595	.....	1, 731
Rum.....do.....	1, 917, 607	23, 239	1, 080	1, 941, 926
Coffee.....pounds..	1, 980	264	.....	2, 244
Cotton.....do.....	178	.....	.....	178
Cocoa.....do.....	697, 124	.....	.....	697, 124
Do.....do.....	140, 900	.....	.....	140, 900
Logwood.....do.....	2, 280, 238	.....	.....	2, 280, 238
Indigo.....do.....	411	.....	.....	411

The exports for the first six months of 1897 amounted to \$2,562,457, a decrease, as compared with the same period in 1896, of \$391,969. A decrease of \$391,852 occurred in the exports to France and of \$19,892 in the exports to French colonies, but an increase of \$17,116 is noted in the exports to the United States and of \$2,659 to all other foreign countries, leaving the net decrease, as above, \$391,969.

The total value of the imports for the first six months of 1897 was \$2,229,139, an increase of \$145,050 as compared with the first six months of 1896. The increase in the imports from France amounted to \$188,991, while a decrease of \$83,941 occurred in the imports from all other countries, the decrease of the United States alone amounting to \$60,961.

The arrivals and departures of vessels at and from the ports of Martinique during the first six months of 1896 and 1897 were as follows:

Description.	1896.		1897.	
	No.	Tons.	No.	Tons.
Entered.....	388	183, 514	373	198, 296
Cleared.....	382	181, 120	368	195, 108
Total.....	770	364, 634	741	393, 404

IMPORTS FROM THE UNITED STATES.

The articles and quantities thereof imported into Martinique from the United States during the first six months of 1897 were as follows:

Articles.	Quantity.	Articles.	Quantity.
Flour.....barrels..	28,081	Beer.....barrels..	18
Pork.....do.....	2,269	Matches.....cases..	32
Corn meal.....do.....	103	Leaf tobacco.....hogsheads..	49
Hams.....casks.....	132	Apples.....barrels..	98
Oleomargarine.....cases..	2,630	Pitch pine.....feet..	1,805,748
Beans.....barrels..	2,019	Beef.....barrels..	921
Pease.....bags.....	203	Butter.....cases..	320
Biscuits.....barrels..	1,015	Petroleum.....do.....	7,625
Cotton-seed oil.....do.....	1,657	White pine.....feet..	788,701
Maize (corn).....bags..	9,175	Staves.....barrels..	365,616
Sausage.....cases..	5	Potatoes.....barrels..	20
Leaf lard.....do.....	1,387	Wine.....casks.....	10
Bran.....bags.....	831	Oil meal.....bags.....	100
Middlings.....do.....	710	Salmon.....half barrels..	10
Smoked herring.....cases..	2,750	Rice.....bags.....	350
Corned beef.....do.....	4	Onions.....barrels..	25

JULIUS G. TUCKER, *Consul.*

MARTINIQUE, *October 1, 1897.*

SECOND SUPPLEMENTARY REPORT.

I have the honor herewith to forward, for the information of the Department, a complete statement of the products of the island of Martinique exported from January 1, 1897, to December 31, 1897.

I also give a list of importations and a statement showing the movement of commerce and navigation from January 1, 1897, to January 1, 1898.

JULIUS G. TUCKER, *Consul.*

MARTINIQUE, *February 21, 1898.*

Products of the island of Martinique exported from January 1 to December 31, 1897.

Articles.	Total to Dec. 31, 1897.				Total to Dec. 31, 1896.			
	To France.	To French colonies.	To foreign countries.	Total.	To France.	To French colonies.	To foreign countries.	Total.
White crystallized sugar.....pounds..	76,546,986	310,304	30,924	76,888,214	75,990,866	331,433	24,769	76,347,068
Raw sugar.....do.....	30,455	266,146	3,002	299,603	9,122	152,182	1,733	163,037
Molasses.....gallons..	1,577	100,488	9	102,074	2,924	113,226		116,150
Rum.....do.....	3,783,428	10,188	2,946	3,796,562	3,708,393	53,818	3,616	3,765,327
Coffee.....pounds..	2,090	397		2,487	6,720	222		6,942
Anatto seed.....do.....	177			177				
Cocoa.....do.....	1,108,088			1,108,088	911,564			911,564
Cassia.....do.....	265,680			265,680	359,346			359,346
Logwood.....do.....	3,433,737			3,433,737	4,481,071			4,481,071
Indigo.....do.....	1,502			1,502	3,300			3,300

Products of the island of Martinique, etc.—Continued.

RECAPITULATION.

	1897.	1898.
	<i>Pounds.</i>	<i>Pounds.</i>
White sugar.....	76,888,214	76,347,068
Raw sugar.....	299,603	163,037
Total.....	77,187,817	76,510,105

Shipping of Martinique from January 1, 1897, to January 1, 1898.

IMPORTATIONS.

Description.	Number of vessels.	Tonnage.	Origin of goods.	Value.
French vessels and coastwise boats coming from—				
France.....	65	75,403	{Foreign.....	\$87,838
			{French.....	1,287,349
French colonies and fisheries.....	165	19,897	{Foreign.....	3,513
			{French.....	278,116
United States.....	9	11,833		22,881
Other foreign countries.....	92	75,946		142,224
Total.....	331	183,079		1,821,921
Foreign vessels and coastwise boats coming from—				
France.....	25	10,457	{Foreign.....	11,406
			{French.....	521,668
United States.....	84	89,887		1,180,382
Other foreign countries.....	191	68,115		557,618
Total.....	300	168,459		2,271,074
Decrease in 1897.....	58	562		266,146

EXPORTATIONS.

French vessels and coastwise boats bound for—				
France.....	85	79,826	{Foreign.....	106,118
			{French.....	91,130
			{From the island ..	1,463,382
French colonies and fisheries.....	153	16,033	{Foreign.....	18,898
			{French.....	64,062
			{From the island ..	24,279
United States.....	8	11,040	{Foreign.....	15,504
			{French.....	2,193
			{From the island ..	58
Other foreign countries.....	80	73,719	{Foreign.....	119,072
			{French.....	31,501
			{From the island ..	1,214
Total.....	326	180,618		1,943,241
Foreign vessels and coastwise boats bound for—				
France.....	64	24,695	{Foreign.....	5,129
			{French.....	32,904
			{From the island ..	1,649,949
United States.....	29	16,910	{Foreign.....	932
			{French.....	38
			{From the island ..	112
Other foreign countries.....	202	126,601	{Foreign.....	13,530
			{French.....	32,163
			{From the island ..	1,235
Total.....	295	168,296		1,736,002
Increase in 1897.....		3,246		
Decrease in 1897.....	51			418,747

Recapitulation:

Imports in 1897.....

Exports in 1897.....

\$4,092,805

3,679,243

HAITI.*

IMPORTS AND EXPORTS.

The imports for the year ending December 31, 1896, amounted to \$3,900,400, being \$207,800 less than those of the previous year.

The exports for the year ending December 31, 1896, amounted to \$2,359,200, which was less by \$1,082,700 than those for the year 1895.

The principal cause of this falling off in exports for the year 1896 was the small coffee crop, which is the principal product exported. In 1895, the coffee sent out amounted to 75,371,865 pounds, while we find for the year 1896 only 47,643,451 pounds exported.

There was also less logwood exported, owing to the low prices prevailing in the United States and Europe. The same may be said regarding mahogany and hides. The decrease in exports naturally had the effect of diminishing the imports.

The exports for the first six months of 1896 amounted to \$1,323,300, gold; for the same period of 1897, they amounted to \$2,000,915.34, making a difference in favor of the year 1897 of \$677,615.34.

The imports during the first six months of 1896 amounted to \$1,810,100, Haitian currency (\$1,746,746), while for the corresponding period of 1897, they amount to \$2,106,701.48 (\$2,033,166); a difference of \$296,601.48 (\$286,400) in favor of 1897.

From all reports, the coming coffee crop will be a large one. If such be the case, we may expect a much larger revenue for 1897 than that of 1896.

MONEY IN CIRCULATION AND RATES OF INTEREST.

The interior and exterior debt of Haiti amounts to \$21,122,036.88, on which interest of 5 and 6 per cent per annum is paid, with the exception of \$2,500,000 of the interior debt, on which 12 per cent per annum interest is paid.

The payment of the interest and the reimbursement of the capital of these different loans are provided for by the revenue received from the duty imposed on coffee exported, and are paid through the National Bank of Haiti every six months.

The amount of paper money in circulation is \$3,873,559, consisting of one and two dollar bills. The amount of silver in circulation is \$4,000,000, in pieces of 100, 50, 20, and 10 cents, the coins being of the same intrinsic value as the French coins. There are also \$225,000 in copper coins, in 1 and 2 cent pieces.

There is about \$4,000,000 United States gold in circulation, which is used principally for the payment of export duties, as all export duties are paid in gold, while all the import duties are paid in Haitian currency. The total amount of money in circulation is estimated at \$12,098,539, which makes \$10.66 per capita.

The average rate of exchange on Europe and the United States is as follows (in favor of gold):

	Per cent.
1890	18½
1891	17½
1892	15½
1893	12½
1894	16
1895	20
1896	39

* In response to circular of August 10, 1897. 

For the first six months of 1897, the average has been 60 per cent. The principal cause of this great difference of exchange for 1896-97 was the failure of several large banking houses in Europe, which caused the failure of several of the leading houses of Haiti, as well as of a large number of the smaller merchants. This financial crisis continues up to the present. With the coming in of the coffee crop, exchange will be lower, as the bankers will be compelled to draw on their funds to meet the demands for the payment of the coffee purchased. At this date, exchange is slowly falling and it will probably, during the latter part of the year, fall to 40 per cent. The Government has called the Legislature in an extra session for the purpose of presenting a project to relieve the present financial distress of the country. It is proposed to negotiate a foreign loan of five or six million dollars, which amount is to be used for the purpose of withdrawing all of the paper money as well as the silver currency in circulation at present, and returning, as in former years, to an American gold and silver basis, which will avoid the great fluctuations in exchange that have been the cause of great injury to all business transactions.*

It is proposed to withdraw the paper at the rate of exchange of 50 per cent, and the silver currency at a lower rate. To provide for the payment of the interest and principal of this loan, an increase of 25 per cent will be placed on import duties, which will realize about \$1,000,000 a year. Offers have been received from English, German, and United States capitalists. It is to be hoped that it will be finally decided to make the loan in the United States. Heretofore, all loans have been negotiated here and in France. From the offers made, it is found that the money can be obtained at a lower rate than heretofore paid.

WAGES.

The rate of wages for laborers ranges from 33 cents to \$1.50 per day. Female domestics are paid from \$10 to \$15 per month; men servants from \$20 to \$30; mechanics, \$30 to \$40. Haitian clerks are paid from \$30 to \$60 per month; the employees in the Government's offices, \$40 to \$150. The above rates are in Haitian currency.† Foreigners, clerks and bookkeepers (principally employed by the foreign houses), are paid from \$100 to \$200 gold per month. They are generally engaged under contract for from one to three years.

There is one tramway in operation in this city. The conductors are paid \$30 per month; laborers on the road, \$20. The chief engineers, who are foreigners, are paid from \$100 to \$150 gold per month.

CHANGES IN CUSTOMS DUES.

There has been no change made in customs dues. It is supposed that the increase of 25 per cent on the import dues will be voted by the present extra session of the legislature should it sanction the project of the Government to make a foreign loan.

MUNICIPAL TAXES.

Haitian merchants doing an export trade are divided into four classes and pay, first class, \$150; second class, \$125; third class, \$100, fourth class, \$75, yearly license.

* For the text of the law passed by the Legislature to negotiate the loan in the United States, see Consular Reports, No. 213, June, 1898.

† The value of the Haitian gourde is 96.5 cents.

Haitian importers who do a wholesale and retail trade are divided into six classes. They pay from \$15 to \$60 yearly license.

Haitian merchants trading in the products of the country are divided into four classes and pay from \$25 to \$40 yearly license.

Haitian clerks pay no taxes. Shoemakers and cabinetmakers pay \$20 per year taxes. There are water rent and real-estate taxes, which are assessed according to the value or the rent of the property. One per cent is paid if occupied by the proprietor and 2 per cent if the property is rented out. A yearly tax of \$2 is paid for horses, \$10 for a private carriage, and \$24 for those used for public hire.

Foreign merchants are taxed, as importers or exporters, \$300 per year, and a law passed during the regular session of the legislature, which goes into effect on October 1, taxes foreigners as clerks at \$75 per year; as artisans, from \$30 to \$60 per year.

A law was proposed at the same session, but was not acted upon; which taxes all foreign merchants doing an export trade, first class, \$400; second class, \$300; third class, \$250; fourth class, \$200; fifth class, \$150, and sixth class, \$100.

Those who do an import and banking business are divided into six classes, paying from \$150 to \$500 yearly license. Those who do an import trade only are likewise divided into six classes and pay from \$60 to \$300.

A law is now before the extra session of the legislature for its sanction, taxing all persons leaving Haiti for Santo Domingo \$4; those going to any of the Antilles Islands or the American continent, \$6, and those going to Europe, \$15, for a permit to leave. Should this law be sanctioned, there will no doubt be many protests from foreign governments, especially those who, like our own, have treaty rights.

UNITED STATES TRADE WITH HAITI.

Provisions.—Flour, salt pork, codfish, salt herrings, mackerel, salt beef, smoked herrings, lard, cooking butter, kerosene oil are all imported from the United States.

Table butter of a good quality, put up in 1 and 2 pound tins, is imported entirely from Denmark via Hamburg. The quantity imported is considerable. A Hungarian manufacturer recently sent to several of the principal dealers here small tins, each containing one-half pound of good table butter, as samples, with the object of opening a trade with this country. I should think that some of our dealers would try to compete with the Danish houses. The product would necessarily have to be of a good quality, put up in 1 and 2 pound tins, and well packed in sawdust or rice hulls.

Laundry soap is also imported from the United States, but in much less quantity than formerly, on account of two soap factories having been established—one in this city, which manufactures 25,000 boxes of soap a month. It has only been in operation for three months. It has a capacity for making 40,000 boxes a month. All the materials for making the soap are imported from the United States. The establishment employs six Americans as workmen. The chief soap maker receives \$200 gold per month wages, the engineer \$100, and the four other workmen \$50 gold per month each.

The other factory, which is at Cape Haitien, is turning out 40,000 boxes of soap per month. All the machinery and materials are also imported from the United States. The present wholesale price is \$1.30 per box, Haitian currency.

Rice is imported principally from India via Europe.

The United States furnishes nearly all the cut refined sugar; Germany a small quantity of beet-root sugar.

Leaf tobacco all comes from the United States, and is sold both in the leaf for pipe smoking and made up into a small-size cigar. A large quantity is consumed by the people.

Canned provisions, such as sardines, game, sausage, patés, all come from France; very few canned American provisions or vegetables are used. One of the reasons for this is that fresh vegetables are to be had here all the year round. The French canned meats are preferred.

Potatoes and onions are mostly imported from France; large quantities are consumed. If the dealers in these products in the United States would adopt the manner of packing these articles in small crates of about 40 pounds, they would find a ready market here.

This country does not produce sufficient corn to supply the demand. Corn and oats are imported from the United States. The average price is about \$7 (Haitian currency) per barrel.

Lumber.—The consumption of lumber in the Republic of Haiti aggregates about 30,000,000 superficial feet; each superficial foot equals 12 inches square and 1 inch thick. About one-half of all lumber imported is of yellow pine or pitch pine, and comes from Wilmington, N. C., and Mobile, Ala. About one-half of the yellow pine used is in the rough state; the other half comes dressed, in flooring boards, weather boards, and ceiling. It costs about \$11 gold per 1,000 superficial feet free on board of vessel; freight costs \$6.50 to \$7 gold.

	United States currency.
Port charges in Haiti	\$1.93
Import duties	4.41
Landing expenses and stowing	1.86
	<hr/> 8.20

The other half of all lumber imported is of white pine, and in the following dimensions and kinds: Seventy-five per cent dressed both sides, and tongued and grooved, 12 inches wide, 1 inch thick; 20 per cent rough, 12 to 20 inches wide, 1 inch thick; 5 per cent dressed ceiling, 6 inches wide, one-half inch thick, beaded on one edge and center to make it appear 3 inches wide.

The greater part of the white-pine lumber is imported from New York. It comes from Canada to that city. The grade used in Haiti is known as No. 2, and costs from \$12 to \$13 per thousand in Canada and \$17 to \$19 free on board at New York.

No other woods are imported in any quantity worth mentioning. Nor does the import of manufactured wood amount to much, such staple articles as blinds, doors, moldings, and balusters now being manufactured in Port au Prince at a reasonable price.

The following-named cities consume lumber in about the rate given:

	Per cent.		Per cent.
Port au Prince	30	St. Marc	3
Cape Haitien	18	Petit Goave	3
Jacmel	12	Miragoane	2
Port de Paix	10	Aquin	2
Aux Cayes	8		
Jeremie	6	Total	100
Gonaïves	6		

Boots and shoes.—Boots and shoes, especially for children, were formerly largely imported from the United States, but the people lately have returned to the French article, simply because the French goods can be had at the same price as the American and are more stylish.

It is possible to increase this branch of trade, if our manufacturers would try to suit the taste of the people. A great many of the shoes for men and women's wear are made by Cuban shoemakers in this city.

Wearing apparel imported here all comes from France; about the only article in this line supplied from the United States is straw hats (Mackinaw style).

Hardware trade.—Cut nails, blocks, rope, tools, oakum, carriage stock, cane mills, engines and boilers, coffee-cleaning machinery, twine, canvas, casket fittings, rubber hose, rubber packing, cabinet and cupboard locks are all imported from the United States, as these articles can be purchased at lower prices than in Europe.

Galvanized-iron roofing sheets, oils, shellac, wrought nails, shovels, hoes, picks, wire fencing, door hooks and hinges, stays and staples are all imported from England at a cheaper rate than they can be obtained in the United States. Paints, cement, and ordinary door locks come entirely from Germany.

Wall paper is mostly imported from France. From the information that I have been able to obtain on the subject, the greater part of this class of goods would be bought in the United States if our exporters would give the same credit as the Europeans—six months. The usual credit given in the United States is thirty to sixty days, and as these goods are generally shipped by sailing vessels, by the time they reach this port the payment is nearly due, thus not allowing the merchants here time, as they have in the longer terms of European credit, to dispose of all or a part of their goods before the expiration of the term for payment.

The packing of such goods is another thing in favor of the European exporters. In opening one of their cases of goods, you are certain of finding everything in good condition, while with those received from the United States, especially in the hardware line, it is different. The shippers pack their goods in almost any kind of a box, and if it is too large, fill it up with sawdust or waste paper, put on a careless mark, and ship it thus. On the other hand, the European shipper is very particular in seeing that the goods are shipped in cases that are made to fit them neatly; he has them properly marked with a good size legible stencil plate, and seemingly takes a pride in having his goods look fresh and clean on arrival. I find that this is the general complaint from all of our consular agents in regard to this class of goods—short credits and bad packing.

This is a very important trade in Haiti, and on the same terms and conditions given by European houses, United States exporters could easily obtain the greater part of the trade, as orders can be much more quickly received from the United States.

Carriages and horses.—Both private and public carriages used here are of United States manufacture. For public conveyance, a four-seated light phaeton is mostly used, and for private a two-seated phaeton, as well as a better class of vehicle, such as landaus. The majority of these are imported from Amesbury, Mass., from different firms of that city; some few from New York factories. They seem to give general satisfaction and quite a large number is imported.

Some few United States horses are imported, generally to order. Saddles and bridles are mostly of English manufacture.

Dry goods.—The dry goods trade with the United States is a very important one, and our manufacturers should endeavor to please the taste of this market, and furnish goods in the width, length, and pattern most suited to its wants. The European firms send agents

yearly, not only in this branch but in almost all others, to take orders for goods and to observe closely the styles most desired; they succeed in keeping up a heavy trade in this line which the United States could easily secure, if our manufacturers and dealers would adopt the same methods.

The importation of American dry goods has largely increased during the last few years in most articles. In one or two, however, we find a decrease; but this is not due to the inferiority of the United States articles or to a dislike of its texture, but principally to the demand for cheaper goods. In colored prints, we find a falling off in the importation, due largely to the habit of American manufacturers of selling this article in full lengths as it comes from the mill, of 50 to 60 yards, and packed in cases containing only two or three designs; while the English manufacturer has his goods cut and packed to suit the requirements of the Haitien trade in bales of 25 pieces of 25 yards, and of assorted designs. The United States goods have to be sent to a packer in New York to be cut into 25-yard lengths, assorted, and repacked, which naturally occasions extra expense and loss of time. The designs issued for 1895-96 did not suit the Haitien market, which calls for a large, clear design with well-defined patterns.

The importation of denims has largely increased, many different shades and finishes being now used. The following are the best known marks: Ponkapoag, Lawrence, Orienta, Shetucket, Weyman aa, Weyman XX, and Easton. The Weyman XX is taking the place of the Easton, being a cheaper article and of very similar make. The soft texture and good dye of the denims are found by the natives to suit the climatic changes of the tropics better than the English article.

A few years ago, a large increase was expected in the demand for denims, but the native trade has called for a cheaper variety. Although much inferior in quality, shade, and texture, this article comes from England in large quantities.

In white cottons, the same remarks apply as to denims.

There has been an enormous increase in the sale of sun checks. Some fourteen years ago a firm imported the first 1,000 yards on trial. This same firm imported during the last twelve months 700,000 yards.

In Otis checks, the same remark can be made as in regard to sun checks.

These are the principal articles of United States manufacture imported into Haiti. There are many others imported, such as printed drills and ducks, white ducks, chevots, brown cottons, Masconoman blue drills, and others, but in small quantities. It is impossible to give even an approximative estimate of the quantity of each article imported, as no statistics whatever are kept.

As already stated, if the United States manufacturers would send out agents to study the wants of the people as to quality and design as well as length, width, and manner of packing, they could very soon control the best part of the native trade in dry goods.

The European merchants have a great advantage over American firms in granting longer credits in all branches of business. In the United States, credits are thirty, sixty, and ninety days, while in Europe, they are for six and nine months.

Furniture.—In former years, almost all of the furniture was imported principally from France; now it is mostly imported from the United States, where it is found to be cheaper and the wood (principally walnut) more suited to the climate and capable of resisting destruction by wood ants. Most of the furniture imported is shipped by New York firms.

Glassware, lamps, crockery, tinware, ice chests, and all such goods are imported principally from the United States. Some of the finer tableware is from France. All plated silverware, knives, forks, etc., are from America.

RAILROADS.

There are but two railroads in Haiti, one in Port au Prince, a tramway running through two of the principal streets, propelled by small steam motors.

According to the concession, the total length of track when completed will be 18 miles. The company now has 6 miles completed in the city. The road will be extended a few miles outside of the city, north and south. The motors are built by Porter & Co., of Pittsburg, Pa.; cars, by Sharp & Co., of Wilmington, Del.; the rails (35 pounds per yard), are from Carnegie & Co. The railroad ties and all the material come from the United States. The fare is 10 cents (9 cents United States currency), with no transfers. The capital is German and Haitian; the general manager, F. Hermann.

At Port de Paix, an overhead-wire traction road was recently completed, extending about 15 miles into the interior, for the transportation of logwood, coffee, and other products. This road has been built with United States capital, and the company, under the official name of "Compagnie Haitien," has its central office in the city of New York. The material used in the construction of the road has been furnished by the Trenton Iron Works. It is supposed that this road will facilitate the transportation of logwood and coffee very much, as heretofore all these products were transported on donkeys and mules. In other parts of the country, produce is brought to the cities by ox carts, donkeys, and mules.

The coffee from the small villages on the coast is brought to the Port au Prince market by small sailing boats, carrying from 1 to 5 tons. Logwood, plantains, etc., are also transported by these vessels. On return, they take provisions and all kinds of merchandise to supply the small country stores.

STEAMSHIP LINES.

There is a line of small steamers, *Le Service Accélééré*, leaving Port au Prince about every twelve days, one going north and one south, touching at all ports, carrying passengers and freight.

There are several lines of steamships, German, French, and Italian, plying regularly between this island and Europe, bringing the mails, merchandise, and passengers, and taking coffee.

There are two lines of steamers plying between here and the United States—the Atlas line and the Dutch Royal Mail line. The former has been making regular trips every fourteen days, bringing mail, merchandise, etc. These steamers touch also at Cape Haitien, Gonaïves, St. Marc, Jeremie, Petit Goave, Aux Cayes, and Jacmel. They take the mail from this city and leave it at Navassa, to be taken by the succeeding steamer on her passage northward.

The Dutch Royal Mail Steamship Company has heretofore been making a trip every three weeks, but since the 1st instant has organized a half-monthly service. These steamers, leaving Amsterdam, touch at several ports on the Spanish Main, the Antilles, Jacmel, and Aux Cayes, leaving this port for New York direct.

There is also a line of Spanish steamers touching here on the 17th and 28th of every month, that takes the mail for the United States via Habana, Cuba.

PAPER MANUFACTORY.

A concession has been made to a Haitian company for twenty years to establish a paper manufactory at Cape Haitien, under the following conditions: Three-fourths of the employees must be Haitians, and the Government is to give the preference to the paper manufactured by this company, the quality, etc., to be equal to the foreign-made article.

JOHN B. TERRES,
Vice-Consul-General.

PORT AU PRINCE,
October 8, 1897.

Products exported from October 1, 1895, to September 30, 1896.

	Coffee.	Cocoa.	Logwood.	Cotton.	Mahogany.	Hides.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Fest.</i>	<i>Pounds.</i>
Port au Prince	6,988,617	20,780	4,929,000	3,296		45,697
Cape Haitien	7,079,917	318,734	27,803,100			18,890
Saint Marc	778,173	86,236	20,517,000	323,977		
Gonaïves	5,655,727		28,736,200	141,302		14,067
Port de Paix	1,770,914	3,015	16,227,000			
Petit Goave	3,818,258	213,895	234,000			
Miragoane	394,685		1,781,470			
Jeremie	3,536,724	1,597,600	2,067,000			2,838
Aquin	527,037		1,486,000			
Aux Cayes	6,069,280		11,184,000			8,561
Jaomel	11,024,119		951,000	575	811	
Total	47,643,451	2,240,260	115,915,770	469,150	811	90,003

	Honey.	Goatskins.	Logwood roots.	Beeswax.	Orange peel.	Gum galac.
	<i>Gallons.</i>	<i>Number.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Port au Prince	3,830	¹ 347		966		73,340
Cape Haitien		7	20,039,050			
Saint Marc		4				
Gonaïves			190,000			
Port de Paix						
Petit Goave						
Miragoane						
Jeremie						
Aquin						
Aux Cayes		² 2,054				
Jaomel		1,466			285,666	
Total	3,830	¹ 354 ² 2,054 1,470	20,229,050	966	285,666	73,34

¹ Packages.

² Pounds.

Revenues collected during the fiscal year 1895-96.

[From October 1, 1895, to September 30, 1896.]

Localities.	On exportations and divers receipts (in gold).	On importations and divers receipts (in Haitian currency).	Total.
Port au Prince	\$293,231.62	\$1,409,966.72	\$1,703,198.34
Cape Haitien	423,416.98	583,904.72	1,017,321.70
Jaomel	421,809.78	666,802.79	1,088,612.57
Jeremie	168,560.57	144,585.74	313,146.31
Gonaïves	352,076.90	219,805.88	571,882.78
Aux Cayes	299,166.93	440,286.46	739,453.39
Saint Marc	90,100.10	97,199.76	187,299.86
Port de Paix	86,287.74	93,899.49	180,187.23
Petit Goave	162,332.77	123,016.64	285,949.41
Miragoane	30,891.88	83,820.32	114,712.20
Aquin	31,309.59	26,492.34	57,801.93
Total	2,359,184.86	3,900,380.86	6,259,565.72

Revenues collected during the year 1896.

[From January 1 to December 31, 1896.]

Localities.	On exportations and divers receipts (in gold).	On importations and divers receipts (in Haitien currency).	Total.
Port au Prince	\$338,390.01	\$1,353,314.04	\$1,691,713.05
Cape Haitien	505,652.76	595,555.36	1,101,208.12
Jacmel	421,267.45	541,738.24	963,005.69
Jeremie	167,585.18	140,391.98	307,977.16
Gonaïves	357,733.19	189,143.89	546,877.08
Aux Cayes	297,335.22	380,860.10	678,195.32
Saint Marc	89,405.04	91,418.02	180,823.06
Port de Paix	79,283.47	108,601.71	187,975.18
Petit Goâve	165,744.96	111,883.64	277,628.60
Miragoâne	43,705.63	84,329.25	128,034.88
Aquin	34,307.54	27,959.30	62,266.84
Total	2,500,419.45	3,625,285.53	6,125,704.98

SUPPLEMENTARY REPORT.

I have the honor to transmit herewith statistical tables completing my report on the commerce and industries of Haiti.

I regret that, owing to the great difficulty in obtaining such data, I have not been able to furnish the details of the imports from the United States to this port and have been compelled to give the total value only.

JOHN B. TERRES,
Vice-Consul-General.

PORT AU PRINCE, October 16, 1897.

Declared value of exports from Port au Prince, Haiti, to the United States from January 1 to December 31, 1896.

Articles.	Quantity.	Weight.	Value in United States gold.
		<i>Pounds.</i>	
Beeswax	cwt.. 4	700	\$214.00
Cocoa	bags.. 267	31,784	1,989.38
Coffee	do. 5,507	757,155	137,872.64
Goatskins	bales.. 381	58,936	15,199.68
Gum galae	packages.. 349	31,564	3,282.77
Hides	number.. 5,040	86,674	21,078.44
Honey	barrels.. 132	1,212	2,401.10
Logwood		4,363,000	54,889.43
Total			236,917.34

Value of imports from the United States to Port au Prince, Haiti.

	1896.	Jan. 1 to June 30, 1897.
By steamers	\$557,899.47	\$466,718.25
By sailing vessels	152,948.51	103,525.93
Total	710,847.98	570,244.18

Declared value of exports from Port au Prince, Haiti, to the United States from January 1 to June 30, 1897.

Articles.	Quantity.	Weight.	Value in United States gold.
		<i>Pounds.</i>	
Cocoa.....bags.....	50	21,000	\$2,630.50
Coffee.....do.....	1,302	120,772	31,447.50
Goatskins.....packages.....	244	36,680	10,374.18
Gum galac.....do.....	137	13,436	1,475.61
Hides.....number.....	2,009	41,596	6,867.38
Honey.....barrels.....	199	15,970	1,894.57
Logwood.....		2,470,000	27,530.78
Total.....			82,229.52

¹ Gallons.

Exports from the port of Jacmel, Haiti, for the year ending June 30, 1897.

[Furnished by J. B. Vital, consular agent.]

Articles.	Quantity.	Weight.
		<i>Pounds.</i>
Coffee.....bags.....	58,300	8,162,000
Goatskins.....bales.....	55	
Logwood.....		698,000
Mahogany.....logs.....	9	1461
	150	
Orange peel.....bags.....	2,853	261,773
	50	

¹ Feet.

The coffee exported for one year, September 1, 1896, to August 31, 1897, amounted to 97,930 bags, or 13,710,200 pounds.

Imports of the port of Jacmel, Haiti, from January 1, 1896, to June 30, 1897.

[Furnished by J. B. Vital, esq., consular agent.]

Articles.	Oct. 1, 1895, to Sept. 31, 1896.	Jan. 1 to June 30, 1897.
Flour.....barrels.....	19,614	11,425
Pork.....do.....	5,986	3,007
Codfish.....drums.....	1,735	796
Herring (alewives).....barrels.....	4,138	1,918
Mackerel.....do.....	39	
Soap.....boxes.....	48,900	20,000
Beef, salt.....half barrels.....	2,392	1,247
Herring, smoked.....boxes.....	38,714	20,025
Lard.....boxes.....	1,756	958
Butter.....do.....	681	305
Rice.....bags.....	2,627	1,514
Kerosene oil.....boxes.....	4,509	2,245
Sugar.....barrels and boxes.....	341	318
Tobacco.....hogsheads.....	90	50
Beans.....quarter barrels.....	793	666
Onions.....boxes.....	276	130
Potatoes.....do.....	345	165
Hams.....barrels.....	50	33
Beer and ginger ale.....do.....	505	333

¹ 400 pounds each.

² 100 pounds each.

³ 200 pounds each.

⁴ 10 gallons each.

Estimated value in United States gold, \$160,750 for the six months.

Imports to the port of Gonaives, Haiti, from July 1, 1896, to June 30, 1897.

Articles.	Quantity.	Articles.	Quantity.
Alsewices barrels..	1, 897	Pork barrels..	7, 126
Codfish drums..	1, 884	Rice pounds..	43, 350
Flour barrels..	9, 590	Soap boxes..	15, 731
Hams do.....	425	Sugar pounds..	64, 144
Herrings, smoked..... boxes..	26, 974	Beer barrels..	740

Total value (United States gold), \$233,724.49.

Exports, January 1, 1897, to June 30, 1897.

Coffee	\$46, 122. 32
Goatskins	2, 210. 34
Logwood	58, 909. 42
Total	107, 242. 08

Exports from the port of Aux Cayes, Haiti.

[Statistics furnished by H. E. Roberts, consular agent.]

	Jan. 1 to Dec. 31, 1896.		Jan. 1 to June 30, 1897.
	Quantity.	Value.	
Coffee	<i>Pounds.</i> 8, 500, 000	\$1, 680, 000	<i>Pounds.</i> 3, 179, 205
Logwood	5, 000, 000	5, 500, 000	640, 000
Hides			1, 808

CAPE HAITIEN.*

Owing to the continuance of the commercial crisis, the country has undergone since last year, business has been very poor, and heavy losses are sure to follow to all those in trade relations with the country.

The principal cause of this bad state of affairs has been the indiscriminate giving of credits by parties in New York, Hamburg, and France, who now will have to suffer the consequences. Another cause is the decrease in the value of our staple, coffee.

COMMERCE.

Imports during the year from all sources were \$931,400, against \$1,657,000 in 1895, \$1,388,845 in 1894, and \$1,221,529 in 1893.

Imports to the value of \$360,000 came from the United States, \$224,000 in American vessels, and \$136,000 in English vessels. Three hundred thousand dollars' worth came from England, \$150,000 worth from Germany, \$120,000 worth from France.

The exports were:

Coffee	\$1, 230, 000
Logwood	270, 000
Total	1, 500, 000

Of this amount, only \$22,800 in logwood was shipped to the United States, the reason for this being that Haitian grades of coffee and log-

* In response to circular dated August 10, 1897.

wood are more appreciated in the markets of Hamburg and Havre than in the United States, and consequently bring higher prices.

The rate of exchange, which was in the beginning of the year 13 per cent premium on United States gold, went up to 60 per cent toward the end of the year, averaging for the year 39 per cent premium. In 1895, it was 22 per cent; in 1894, 18 per cent; in 1893, 13 per cent, and in 1892, 17 per cent.

UNITED STATES TRADE.

Owing to the decrease in the volume of business, the imports from the United States have, of course, also been less.

I must say, however, that our manufactures are imported more and more in preference to those of European competitors. American boots, shoes, furniture, tools, and hardware are freely imported. As for all kinds of provisions and lumber, they are imported entirely from the United States.

Of textiles, the staples are prints, blue denims, unbleached sheetings and shirtings, bleached shirtings, gray drillings, and checks and stripes. Almost all are imported from the United States instead of, as formerly, from England, with the one exception of the lower grade of bleached shirtings. Our manufacturers have so far been unable to successfully compete with England in the finish of that article, or in the lower price they ask. It has been tried over and over again, but up to now our manufacturers have not been successful in this line of goods.

As to suggestions in order to still further develop United States trade, I would advise our manufacturers to keep in constant touch with our New York export merchants trading with this country. Several of these men have resided for many years in Haiti and are now established in New York City, engaged in the purchase of goods suited to the Haitian markets. Let our manufacturers offer them their wares, and they will very soon find out what suits and what does not suit this market. Besides this, I would advise our manufacturers to occasionally send travelers, capable, sober men, in order to find out for themselves the customs and the needs of the country. I am sure that the representatives of our Government will help them in their purpose, and I for one will gladly give them the benefit of my thirty years' experience in this island.

I would not, however, advise direct business with parties here, being sure that the final result would be disastrous.

INDUSTRIES.

Of industrial enterprises, there is only one here—a soap factory. The raw material is imported from the United States.

For the first six months of the year 1897, there is very little to be said with regard to the general condition of trade here. The premium on gold is now 75 per cent. Everybody is hopeful that with the beginning of the coffee crop this month, times will improve. Importations from all sources from January 1 to June 30, 1897, have been \$500,000. The United States' share in these imports was \$270,000.

LEONARD C. H. SCHLEMN,
Consul.

CAPE HAITIEN, *October 1, 1897.*

SANTO DOMINGO (DOMINICAN REPUBLIC).

I have to report on the commercial relations of this consular district for the fiscal year ended June 30, 1897, as follows:

The trade relations between the Dominican Republic and the United States have been, during the year closed, as heretofore. The country is, however, suffering from general business depression, produced by many causes, such as high duties upon imports and exports, a depreciated and unstable paper and silver currency, and the decline in the price of sugar in the New York market, the production of sugar being the principal industry of the country.

SUGAR.

There are eighteen large sugar plantations in this consular district. All of the sugar produced, except what is actually consumed in the domestic market, is exported to New York. The aggregate value of this product exported during the year amounted to \$2,463,906.62.

OTHER PRODUCTS.

Exportations of logwood, *lignum-vitæ*, mahogany, honey, wax, hides, and bananas are made chiefly to the United States, while those of coffee, cacao, and tobacco find a market almost wholly in France, Germany, Belgium, and England.

IMPORTS.

Lumber.—For building purposes, lumber is imported entirely from the United States. The aggregate quantity imported during the year into this consular district amounted to about 2,500,000 feet, which retails into this market at \$37.50, gold, per 1,000 feet.

Flour.—This article is imported entirely from the United States. Retail price per barrel, \$12, gold.

Kerosene oil.—Refined kerosene oil has until recently come wholly from the United States, but the establishment of a local petroleum refinery at La Romana during the year will probably limit the importations of this article hereafter to the crude material, which will be imported exclusively from the United States. Retail price of refined kerosene oil here is \$2.75, gold, per 10 gallons.

Butter.—The best butter in cans imported here comes from Denmark, retailing in this market at 62½ cents, gold, per pound. The United States article is of inferior quality. It retails at 37½ cents per pound.

Cheese.—Cheese is imported from Holland and the United States. The Dutch cheese sells a few cents higher than the American. Dutch cheese, per pound, 25 cents, gold; American cheese, per pound, 22½ cents, gold.

Miscellaneous.—Canned meats, vegetables, and milk come mostly from the United States; salt fish and pork, wholly; lard and cooking oils come from the United States, Spain, and Italy; confectionery, wholly from Spain; wines, mostly from France and Spain; rice, mostly from India, and lager beer from the United States and Germany, competing with the beer produced by a brewery established in this city by American capital. The price of the home beer per case is \$2.25; German beer, \$3; American beer, \$3.50.

Plantation supplies.—Plantation supplies, such as sugar machinery, locomotives, cars, rails, iron bridges, etc., come largely from the United States. Germany is a strong competitor with us in these lines.

Hardware supplies.—Articles of the hardware trade are imported largely from the United States, but England, Germany, and Belgium are competing with us for this trade.

Coal.—Hard and soft coal are imported from the United States and England. Coal retails in this market at from \$12 to \$13, gold, per ton.

Cotton goods.—Cotton goods are imported from England and the United States, but mostly from the former country. The American article, although of better quality, is not as cheap as its British rival, and cheapness gives to its possessor indisputable advantages in the struggle for the market in this part of the world.

The retail price of cotton goods ranges, according to quality, from 7½ to 25 cents, gold, per yard.

Silk goods.—Silks come from France entirely, and retail per yard at from 75 cents to \$3, gold.

Hats.—Straw and other hats for both sexes are imported from France and England. Men's hats retail at from \$2 to \$6, gold, each. Women's hats retail at from \$7 to \$12, gold, each.

Shoes.—Men's and women's shoes are imported from the United States, France, Germany, and Spain, and retail per pair at from 37½ cents to \$5.

Electrical machinery and supplies.—This city and several of the sugar plantations are lighted by electricity. All of the machinery and the annual supplies for these plants are imported from the United States.

Bicycles.—Bicycles are imported from the United States and France, largely from the United States. Their importation into this consular district amounted to about 100 during the year.

Packing.—The methods used in the United States are severely criticised by merchants and planters, and the bags are said to be of inferior quality.

WAGES.

Agricultural laborers are paid, per day, 50 to 75 cents; day laborers in city, per day, 50 cents to \$2; domestic servants, including board, per month, \$3 to \$12; clerks, per month, \$15 to \$75.

SHIPPING.

The aggregate number of vessels engaged in foreign trade which entered the ports of this consular district during the year was 344, with an aggregate tonnage of 364,609.81. Of this number, 142 were from the United States, with a total tonnage of 183,130.24.

UNITED STATES INTERESTS.

American interests are relatively very large. About half of the sugar plantations are American in capital at least, and all of them draw their annual supplies from the United States.

An American corporation, viz, the San Domingo Improvement Company, collects the revenues of the country. The National Bank is controlled by the same company.

William P. Clyde & Co. run, under concession, a fortnightly line of steamers between the ports of the country and New York. A brewery and an ice factory in this city were built by American capital and are operated under American management.

BUSINESS OUTLOOK.

The commercial and financial outlook of the country is very gloomy. Much depends upon what is to be the fate of its sugar industry, which appears to be threatened, owing to the low price of sugar in the New York market, the high export duty which this article pays, and which amounts to about 25 cents per quintal (220.46 pounds), and to other causes. Many estates are reported to be at present on the verge of bankruptcy and ruin.

The currency of the country consists of the depreciated paper of the National Bank, and of Dominican silver money. The new Dominican silver dollar is so much cheaper than the Mexican dollar, that this last has in consequence been promptly driven out of the country.

Exchange to-day is quoted at 127 per cent, and promises to rise still higher. It is, in fact, quite impossible at present to buy drafts at even that high rate.

ARCHIBALD H. GRIMKE, *Consul.*

SANTO DOMINGO, *July 16, 1897.*

SHIPPING.

Statement showing the aggregate number and tonnage of vessels which entered the ports of the consular district of Santo Domingo for the last calendar year; also the total number and tonnage of United States vessels which entered the said ports during the same period.

Location.	Total number.	Total tonnage.	United States.	
			Number.	Tonnage.
Azua.....	28	30, 188. 37	19	28, 185. 72
Macoris.....	124	143, 914. 75	65	78, 743. 75
Sanchez.....	82	88, 286. 00	33	34, 904. 00
Santo Domingo.....	115	107, 220. 69	35	41, 346. 77
Total.....	344	364, 609. 81	142	183, 180. 24

SUPPLEMENTARY REPORT.*

CREDITS.

I have to supplement my report of July 16 with the following additional data:

United States houses have recently extended the terms of their credits to Dominican merchants, so that to-day, they run from two to four months, instead of, as formerly, from two to three months. European houses offer yet more liberal terms in this respect, their credits extending from six to nine months. It seems to me, however, that the American terms, if not more advantageous to Dominican purchasers, are considerably safer for United States sellers.

The coarser cotton cloths, used for shirtings, etc., by the poorer classes, come almost wholly from the United States.

NEW RAILROAD.

On August 16 last, a railroad about 45 miles long, connecting Puerto Plata and Santiago in the interior, was formally opened to traffic.

* In reply to circular of August 10, 1897.

EXCHANGE.

The rate of exchange when my report was written was 127 per cent. Since that time, it has risen to 150 per cent—i. e., it took \$2.50 in Dominican current money to buy \$1 in American gold. To-day, the rate has dropped to 132 per cent and promises to go still lower.

TARIFF.

On August 9 last, a new tariff tax of 3 per cent on the total customs receipts was enacted, the same to be collected on the entire import and export duties of the country.

PASSPORTS.

Every foreigner is required to have a passport to enter the Dominican Republic and to travel within it, or depart from it. If he can, he should procure his passport from the Dominican consul or diplomatic agent at the port of departure.

QUARANTINE.

Vessels coming from ports infected by yellow fever or smallpox are not allowed to land either cargo or passengers. This regulation has generally been rigidly enforced. The city of Santo Domingo is very healthy, exceptionally free from visitations of infectious or epidemic diseases.

ARCHIBALD H. GRIMKÉ,
Consul.

SANTO DOMINGO, September 14, 1897.

General administration of post-offices—Tariff for international service—Ordinary and certificated correspondence.

Countries comprehended in the Universal Postal Union.	Designation of correspondence.	Postage for correspondence dispatched.
Europe complete: Germany, Austria-Hungary, Belgium, Bulgaria, Denmark, Spain, France, Great Britain, Greece, Italy, Luxemburg, Montenegro, Norway, Netherlands, Portugal, Roumania, Russia, Servia, Sweden, Switzerland, Turkey.	Ordinary letters	10 cents per 15 grams ($\frac{1}{2}$ ounce) or fraction of 15 grams.
Africa: Egypt, Liberia, etc	Simple postal cards	3 cents each.
	Cards with reply	6 cents each.
Asia: Japan, Persia, Asiatic Russia, Asiatic Turkey, Siam, etc.	Papers of business	2 cents per 50 grams ($1\frac{1}{2}$ ounces) or fraction of 50, minimum 6 cents.
Oceania: Hawaiian Islands, Spanish and French colonies, etc.	Samples of merchandise	2 cents, minimum 3 cents.
	Printed matter of all kinds ..	2 cents.
America:	Certified correspondence ...	Fixed tax of 10 cents on franking.
Bolivia, Brazil, Chile, Costa Rica, Ecuador, United States of America, United States of Colombia, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Paraguay, Peru, Argentine Republic, Salvador, Uruguay, Venezuela; English, Danish, Spanish, French, and Dutch colonies.	Notice of receipt certified...	Fixed tax of 5 cents, facultative.
	Ordinary letters	5 cents per 15 grams ($\frac{1}{2}$ ounce) or fraction of 15 grams.
United States of America, Venezuela, United States of Colombia, Haiti; English, Danish, Spanish, French, and Dutch colonies (indirectly.)	Simple postal cards	2 cents each.
	Cards with reply	4 cents each.
	Papers of business	1 cent per 50 grams ($1\frac{1}{2}$ ounces) or fraction of 50 grams, minimum 6 cents.
	Samples of merchandise	1 cent per 50 grams ($1\frac{1}{2}$ ounces), minimum 3 cents.
	Printed matter of all kinds...	1 cent per 50 grams ($1\frac{1}{2}$ ounces) or fraction of 50 grams.
	Certified correspondence....	Fixed tax of 10 cents on franking.
	Notice of receipt	Fixed tax of 5 cents, facultative.

Domestic postal rates.

Correspondence.	Postage for correspondence dispatched in the interior.	Postage collected on correspondence not franked.
Ordinary letters	2 cents per 15 grams or fraction of 15 grams.	Letters not franked shall pay at the rate of 4 cents each 15 grams ($\frac{1}{4}$ ounce) or fraction of 15 grams. Ordinary correspondence of whatever nature insufficiently franked shall pay the double of the insufficiency of franking.
Simple postal card	1 cent each	
Cards with reply pays	2 cents each	
Papers of business	1 cent per each 50 grams or fraction of 50 grams.	
Samples of merchandise	1 cent each 50 grams, minimum 5 cents.	
Printed matter of all kinds	1 cent each 50 grams or fraction of 50 grams.	
Certified correspondence	Fixed tax of 10 cents more than postage.	
Notice of receipt of certificates	Fixed tax of 5 cents, facultative.	

Countries not comprehended in the Universal Postal Union.

Ordinary letters and postal cards, 20 cents per 15 grams ($\frac{1}{4}$ ounce) or fraction of 15 grams.

Printed matter of whatever nature, 5 cents per 50 grams ($1\frac{1}{4}$ ounces) or fraction of 50 grams.

Letters not franked shall pay at the rate of 40 cents each 15 grams ($\frac{1}{4}$ ounce) or fraction of 15 grams.

Ordinary correspondence of whatever nature insufficiently franked shall pay double the insufficiency.

Value of exports declared for the United States at the several consular offices in the Dominican Republic during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MONTE CHRISTI.					
Beeswax		\$695.10	\$503.70	\$248.50	\$1,447.30
Coffee		230.70	562.50		793.20
Divi-divi		214.50			214.50
Goatskins		719.10	540.60	832.90	2,092.50
Hides (dry salted)	\$669.74	262.56	220.00	237.12	1,389.42
Honey				595.00	595.00
Logwood	5,050.00	500.00		1,839.77	7,389.77
Mahogany		198.60		252.00	450.60
Satinwood	1,930.50	1,221.60		2,000.00	5,152.10
Total.....	7,654.24	4,042.16	1,826.80	6,005.19	19,524.39
AZUA.					
Birds' feathers				187.50	187.50
Bastard lignum-vitæ			240.26		240.26
Coffee	533.01			389.76	916.77
Gum galac	103.66	189.60		47.68	340.94
Honey	3,671.96	650.82	275.49	81.87	4,679.94
Hides	733.15	903.29	501.12	1,747.36	3,884.92
Lignum-vitæ	7,555.67	8,497.27	2,968.02	1,413.25	20,434.21
Sugar	106,980.20	591.08	1,166.34	148,118.76	265,856.38
Skins	1,367.47	710.47	117.13	708.73	2,903.80
Satinwood		49.00			49.00
Sabico		874.00			374.00
Turtle shells				36.50	36.50
Wax	1,596.75	1,764.23	487.97	1,019.37	4,868.32
Wagon wheels				82.50	82.50
Total.....	122,541.67	13,729.76	14,756.33	153,827.28	304,855.04
PUERTO PLATA.					
Coffee	640.00		1,448.48		2,086.48
Goatskins	8,331.44	6,598.35	6,086.15	9,946.65	30,962.59
Logwood	1,127.73	1,397.50		8,093.75	10,618.98
Sugar	3,443.91	1,294.24	2,156.90	1,481.53	8,376.58
Sundries				135.50	135.50
Tobacco			3,456.54	4,590.99	8,047.53
Total.....	18,543.08	9,290.09	13,146.07	24,248.42	60,227.66

Value of exports declared for the United States at the several consular offices in the Dominican Republic during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
SANTO DOMINGO.					
Cedar.....				\$400.00	\$400.00
Empty ammonia tanks.....	\$550.00		\$252.00	318.00	1,120.00
Hides.....	1,046.96	\$2,593.84	100.00	4,346.79	8,087.69
Honey.....	1,279.00	100.00	8,808.68	5,576.10	15,763.78
India rubber.....				20.00	20.00
Lignum-vitæ.....	657.00	2,429.50	1,218.00		4,305.00
Logwood.....	2,600.00		1,269.20	1,209.07	5,078.27
Machinery.....	24.00		55.00	990.00	1,069.00
Mahogany.....		1,792.28	683.00		2,475.28
Resin.....			68.00		68.00
Sugar.....	111,558.35	19,438.65	190,290.36	163,249.97	484,537.33
Tobacco.....	40.00		112.20		152.20
Tortoise shell.....	80.00		170.00		250.00
Wax.....		438.32			438.32
Expenses.....	31,337.73				
Total.....	149,173.04	26,792.69	203,026.44	176,109.93	555,702.60
RECAPITULATION.					
Azua.....	122,541.67	13,729.76	14,756.33	153,827.28	304,855.04
Macoris.....	77,781.42	65,760.98	833,617.18		
Monte Christi.....	7,650.24	4,042.16	1,826.80	6,005.19	19,524.39
Puerto Plata.....	13,543.08	9,290.09	13,146.07	24,248.42	60,227.66
Sanchez.....	8,307.25	6,375.00	7,896.43		
Santo Domingo.....	149,173.54	26,792.69	203,026.44	176,109.93	555,702.60
Total.....	378,997.20	125,990.59	1,074,269.25	360,190.82	940,309.59

SPANISH WEST INDIES.

CUBA.

SANTIAGO DE CUBA.*

Consul Hyatt sends from Santiago de Cuba an undated report (received by the Department of State August 23, 1897), as follows:

This consular district, which includes the ports of Santiago de Cuba, Guantanamo, Manzanillo, and Santa Cruz del Sur, presents for the past year a constantly decreasing trade, both in the matter of imports and exports. I have not encouraged merchants or manufacturers for some time past to push for new trade in Cuba, but have advised them to hold their old trade with close reins, because houses heretofore reliable would be compelled to close their doors if forced to liquidation.

With the exception of iron ore, which is owned, mined, and shipped by United States companies, exports have dwindled to the minimum; but about nine-tenths of all goes to the United States. I herewith inclose list of the same.

The merchants who expect to pay confine their purchases to the most absolute necessities, and chiefly to provisions. People wanting anything outside of edibles are compelled to select from old stock. Should this island ever return to a condition of prosperity, commerce will find here empty shelves and drawers, waiting for new stock; and rust or fire has ruined the disused machinery.

* Since the receipt of Consul Hyatt's report, war between the United States and Spain has been in progress. The province of Santiago de Cuba was surrendered to the United States forces July 17, 1898. The affairs of the city of Santiago are now administered by the United States military authorities. Customs and shipping regulations are being prepared by the United States Treasury Department as this volume goes to press, and particulars can be obtained by addressing that Department. Such information as is at present obtainable will be found in an appendix to this volume.

I regret that, owing to indisposition on the part of the custom-house officials in my district to furnish a list of imports for the past year, the same is omitted from this report.

Exports to the United States from Santiago de Cuba for the fiscal year ending June 30, 1897.

Articles.	Value.	Articles.	Value.
Beeswax.....	\$433.42	Manganese ore.....	\$1,502.50
Bones.....	244.34	Metal, old.....	968.75
Brandy.....	95.60	Sugar.....	5,510.62
Barrels, empty.....	460.00	Tobacco leaf.....	152,061.21
Cedar wood.....	6,142.71	Turtles, live.....	187.70
Hides.....	10,868.29	Wheels, old carts.....	706.19
Honey.....	1,389.93		
Iron ore.....	477,117.40	Total.....	657,967.56
Lancewood.....	278.90		

Exports to the United States from Manzanillo, Cuba, during the fiscal year ending June 30, 1897.

Articles.	Value.	Articles.	Value.
Beeswax.....	\$1,275.49	Honey.....	\$178.25
Bones.....	1,333.33	Mahogany.....	328.10
Cedar wood.....	6,894.13	Palm leaf.....	1,858.63
Dagame spars.....	313.27	Sugar.....	8,738.43
Furniture, old.....	226.86	Turtles.....	221.87
Guava paste.....	11.11		
Hides.....	4,101.68	Total.....	25,481.15

Exports to the United States from Guantanamo and Santa Cruz, Cuba, during the fiscal year ending June 30, 1897.

Articles.	Value.
Guantanamo:	
Cedar wood.....	\$607.50
Machinery, old.....	3,000.00
Mahogany wood.....	645.14
Sugar.....	63,124.93
Total.....	67,467.57
Santa Cruz:	
Cedar and mahogany.....	8,497.87

MATANZAS.

Replying to Department circular of August 10, 1897, concerning report on commerce and industries of this consular district, will say that, owing to the destructive war in Cuba and almost complete paralysis of business interests, it is simply impossible to make an intelligible report present conditions.

IMPORTS.

No statistics are obtainable from Spanish customs officials. Very little merchandise has been imported directly to this port for the past two years. Merchants here obtain their goods and provisions through Havana importers.

EXPORTS.

Sugar, the principal export, all goes to the United States. No sugar was produced the past year, except on plantations strongly guarded by Spanish troops.

The following table shows exports to the United States from port of Matanzas for the fiscal year ending June 30, 1897:

Quarter ending—	Articles.	Quantity.	Value.
September 30.....	Sugar.....bags..	1,050	\$68,248.17
December 31.....	do.....do.....	3,000	17,804.73
March 31.....	Wine.....cases..	45	228.77
June 30.....	Sugar.....bags..	39,795	279,036.71
	do.....do.....	235,484	1,742,591.78
	Honey.....tierces..	2	92.75
	Total.....		2,108,002.91

A. C. BRICE, Consul.

MATANZAS, September 24, 1897.

Value of exports declared for the United States at the several consular offices in Cuba during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CIENFUEGOS.					
Beeswax.....	\$247. 55	\$229. 51	\$1, 322. 66	-----	\$1, 799. 72
Bones.....		1, 194. 54	1, 139. 04	\$691. 79	3, 025. 37
Cattle, hoofs, and horns.....				73. 52	73. 52
Cows' hair.....			61. 00		61. 00
Furniture, returned for repairs.....		92. 60			92. 60
Guava jelly.....		6. 62			6. 62
Hides.....	3, 309. 85	17, 314. 96	27, 194. 89	32, 171. 29	79, 990. 99
Honey.....	312. 69	101. 86	1, 689. 65		2, 104. 20
Machinery sent for repairs.....	111. 12				111. 12
Metals: Old iron, copper, and brass.....	398. 56	1, 203. 71	795. 50	175. 70	2, 573. 47
Personal effects.....			872. 29		872. 29
Pineapples.....				210. 61	210. 61
Returned American goods.....				1, 696. 80	1, 696. 80
Sugar.....	594, 141. 26	117, 308. 62	1, 524, 025. 84	1, 950, 283. 27	4, 184, 358. 99
Tobacco.....	61, 225. 16	21, 965. 36	108, 765. 39	4, 809. 29	394, 765. 20
Turtle, live.....			98. 53		98. 53
Wood: Mahogany and cedar.....		51. 28		726. 47	777. 75
Total.....	659, 746. 19	357, 469. 06	1, 666, 564. 79	1, 990, 808. 74	4, 674, 588. 78
MANZANILLO.					
Bones, cattle.....	401. 52	360. 10	220. 29	344. 04	1, 325. 95
Beeswax, yellow.....	1, 016. 86			258. 63	1, 275. 49
Cedar wood, logs.....	6, 784. 39				6, 784. 39
Dagame wood, spars.....	124. 77	188. 50			313. 27
Ebony wood.....	1. 85				1. 85
Furniture, household.....	126. 86				126. 86
Guava paste.....		11. 11			11. 11
Hides, cattle, raw.....	491. 20		25. 77	3, 585. 91	4, 102. 88
Honey.....			178. 25		178. 25
Horns, cattle.....	7. 40				7. 40
Mahogany wood.....	328. 10	109. 74			437. 84
Palm leaf.....	1, 766. 10	92. 53			1, 858. 63
Sugar, molasses.....	7, 731. 83		1, 006. 60		8, 738. 43
Tortoises, live.....			221. 87		221. 87
Washing machine, bottle returned.....	100. 00				
Total.....	18, 880. 88	761. 98	1, 652. 78	4, 188. 58	25, 484. 22

Value of exports declared for the United States at the several consular offices in Cuba during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
MATANZAS.					
Honey				\$92. 75	\$92. 75
Sugar	\$68, 248. 17	\$17, 804. 73	\$279, 036. 71		2, 107, 681. 39
Wine		228. 77		1, 742, 591. 78	228. 77
Total	68, 248. 17	18, 033. 50	279, 036. 71	1, 742, 684. 53	2, 108, 002. 91
SAGUA LA GRANDE.					
Sugar	73, 177. 12		90, 825. 95	605, 153. 78	769, 156. 85
Old copper	3, 075. 90				3, 075. 90
Hides		6, 339. 15	10, 983. 44	3, 082. 47	20, 405. 06
Bones			202. 50		202. 50
Total	76, 253. 02	6, 339. 15	102, 011. 89	608, 236. 25	792, 840. 31
SANTIAGO DE CUBA.					
Barrels, returned	260. 00	200. 00			460. 00
Beeswax	180. 57		252. 85		433. 42
Bones			244. 34		244. 34
Brandy	96. 60				96. 60
Cart wheels, old		181. 41	523. 78		705. 19
Cedar wood	1, 017. 99	1, 112. 28	509. 39	3, 503. 05	6, 142. 71
Honey	111. 40	558. 33	720. 20		1, 389. 93
Hides	830. 70	1, 012. 81	3, 680. 85	5, 343. 93	10, 868. 29
Iron ore	130, 707. 50	97, 087. 50	128, 743. 40	120, 579. 00	477, 117. 40
Lancewood			217. 28	61. 62	278. 90
Metals, old		306. 10	662. 65		968. 75
Manganese ore				1, 502. 50	1, 502. 50
Sugar	2, 088. 95			3, 421. 67	5, 510. 62
Tobacco		14, 732. 76	137, 328. 45		152, 061. 21
Turtles		187. 70			187. 70
Total	135, 293. 71	115, 378. 89	272, 883. 19	134, 411. 77	657, 967. 56
TRINIDAD DE CUBA.					
12 carboys, empty				11. 08	11. 08
Sugar			85, 269. 41	140, 459. 53	225, 728. 94
Molasses	5, 361. 12				5, 631. 12
Total	5, 361. 12		85, 269. 41	140, 470. 61	231, 471. 14
RECAPITULATION.					
Cardenas		4, 462. 78	597, 735. 04		
Cienfuegos	659, 746. 19	357, 469. 06	1, 666, 564. 79	1, 990, 808. 74	4, 674, 588. 78
Gibara			2, 584. 00		
Havana		1, 010, 383. 32	2, 093, 684. 55		
Manzanillo	18, 880. 88	768. 91	1, 652. 76	4, 188. 00	25, 490. 55
Matanzas	68, 248. 17	18, 033. 50	279, 036. 71	1, 742, 684. 53	2, 108, 002. 91
Sagua la Grande	76, 253. 02	6, 339. 15	102, 011. 89	608, 236. 25	792, 840. 31
San Juan de los Remedios			50, 369. 44		
Santa Cruz		8, 497. 87			
Santiago de Cuba	135, 293. 71	115, 378. 89	272, 883. 19	134, 411. 77	657, 967. 56
Trinidad de Cuba	5, 361. 12		85, 269. 41	140, 470. 61	231, 471. 14
Total	963, 783. 09	2, 121, 133. 48	5, 151, 791. 78	4, 621, 799. 00	8, 490, 361. 25

PUERTO RICO.*

The volume of business between Puerto Rico and the United States for 1895 was as follows: Imports, \$3,941,251 (\$1,970,000); exports, \$3,145,293 (\$1,573,000). The imports decreased, as compared with 1894, \$911,314 (\$406,000); and the exports increased \$712,269 (\$357,000).

By weight, the imports for the year 1895 were 61,351,000 kilograms (135,256,000 pounds); exports, 43,406,000 kilograms (95,746,000 pounds); total, 104,757,000 kilograms (231,002,000 pounds).

There were engaged in this trade 190 vessels of all classes and nationalities, with a tonnage of 182,165 and 3,237 seamen. The classification of vessels under the different flags, as in former years, is not continued in the present year.

IMPORTS.

The imports from the United States are grouped into thirteen classes, which are as follows, the total of each class, and some of the largest items under each one, being given:

Class I.—Stone, coal, glass, petroleum and products, total, \$343,981.81 (\$172,000); \$85,010 (\$43,000) more than the year previous; coal, \$121,394 (\$62,000); pitch and tar, \$115,921 (\$58,000); benzine and gasoline, \$9,847 (\$4,930); same refined and petroleum refined, \$48,870 (\$24,500); marble, \$1,678 (\$840); minerals, \$1,806 (\$960); glass, \$21,054 (\$10,600); bricks and flagging for building, \$12,601 (\$6,300). In this class, the United States, in comparison with the other nations, in the articles of coal, naval stores, petroleum and products, fine glass, bricks, etc., stands first. In earths, worked stone, common glass, porcelain, earthenware, the United States is fifth or sixth, with Germany and Spain in the lead.

Class II.—Metals and manufactures of, total, \$126,287 (\$63,200); \$82,298 (\$41,200) less than the year previous. Tubes, \$3,965 (\$1,990); wire, in cables, \$47,618 (\$23,900); wrought iron manufactured, \$4,458 (\$2,280); same fine, \$8,655 (\$4,400); tin manufactured, \$18,357 (\$9,700); pins and needles, \$2,398 (\$1,200); scissors, \$2,372 (\$1,190); copper and tin in sheets, \$3,484 (\$1,800); same manufactured, \$4,349 (\$2,180); same fine manufactured, \$2,952 (\$1,980).

With the exception of wire and tin manufactured, the United States is far behind England and Germany in these classes, especially in the first. This island uses a large amount of galvanized iron roofing, of which England furnished \$242,010 (\$122,000) and the United States \$25 (\$12.54). This condition is the same in reference to files and other small wares.

Class III.—Oils, drugs, chemicals, etc., total, \$69,548 (\$34,800); \$7,179 (\$3,600) less than the year previous. Vegetable oils, \$3,316 (\$1,700); turpentine, \$3,569 (\$1,800); resin, etc., \$4,513 (\$2,300); varnishes, \$3,466 (\$1,750); paints, \$8,841 (\$4,430); muriatic acid, \$2,031 (\$1,000); alkaloids, \$6,290 (\$3,200); drugs, \$8,916 (\$4,500); wax manufactured, \$11,048 (\$5,600); perfumery, \$2,894 (\$1,500).

In this schedule, the United States is the largest after Spain.

* The values in this report, says the consul, are expressed in the Mexican dollar, which he averages for the year 1895 as 55 cents, and adds that, owing to differences in appraisement, etc., this estimate is too low to give a correct idea of the trade. The basis used in making the reductions is the average for the year, as estimated by United States Treasury statistics—\$0.502. The equivalents are stated in round numbers.

Class IV.—Cotton and manufactures of, total, \$33,814 (\$16,990); \$16,787 (\$8,900) more than in the former year. Cotton yarn and thread, \$14,070 (\$7,100); cotton fabrics, \$19,744 (\$9,900).

In comparison with those from England and Spain, these importations are insignificant.

Class V.—Hemp, jute, and manufactures of, total, \$37,559 (\$18,900); \$14,970 (\$7,500) more than the year previous. Cordage, \$32,734 (\$16,400); bagging, \$2,807 (\$1,500).

In cordage alone does the United States make a respectable showing. In all the manufactures, like linens, etc., England and Spain lead.

Class VI.—Wool and manufactures of, total, \$2,221 (\$1,200); \$333 (\$170) more than in the year previous. Woolen yarn, \$425 (\$230); woolen fabrics, \$1,646 (\$830).

The importations from the United States are nothing compared with those from Spain and England.

Class VII.—Silk, etc., total of all classes, \$25 (\$12.54); \$1,946 (\$980) less than the previous year.

France and Spain appear in this class to the exclusion of the other countries.

Class VIII.—Paper, books, etc., total, \$41,374 (\$20,700); \$7,011 (\$3,520) less than in the year previous. Printing paper, \$7,423 (\$3,760); writing paper, \$4,390 (\$2,200); books, \$800 (\$401); engravings, etc., \$4,376 (\$2,190); wall paper, \$920 (\$470); wrapping paper, \$19,119 (\$9,600); pasteboard, \$3,272 (\$1,650).

After Spain, the United States makes a respectable showing in this class with the other countries.

Class IX.—Wood and manufactures of, total, \$517,177 (\$258,600); \$342,601 (\$171,400) less than in the year previous. Staves undressed, \$52,675 (\$26,400); staves dressed, \$85,174 (\$42,600); boards and scantling, \$314,452 (\$157,300); furniture, \$53,764 (\$26,900); hoops, \$9,587 (\$4,800).

The United States is first in this schedule; the British possessions next.

Class X.—Leather, greases, guano, etc., total, \$13,789 (\$6,900); \$14,868 (\$7,500) less than in the year previous. Calfskin, \$1,957 (\$980); patent leather, \$1,092 (\$550); shoes, \$3,721 (\$1,900); grease, \$1,617 (\$820); guano, \$2,363 (\$1,200).

The greater part of the articles in this schedule are furnished by Spain to the exclusion of all other nationalities.

Class XI.—Machinery, etc., total, \$93,729 (\$46,900); pianos, watches, \$1,355 (\$680); scales, \$4,199 (\$2,100); sugar machinery, \$37,617 (\$18,900); agricultural machinery, \$10,304 (\$5,200); engines, boilers, \$17,216 (\$8,700); sewing machines, \$5,316 (\$2,700); pieces machinery, \$13,115 (\$6,600); carriages, \$2,800 (\$1,450); carts, \$1,429 (\$720).

In the items of scales and boilers, the United States is first; in the other items it is second to Great Britain and Germany.

Class XII.—Provisions, etc. Total, \$2,663,440 (\$1,331,800); \$523,525 (\$261,800) less than in the previous year. Lard, \$1,287,134 (\$643,600); meat, \$110,884 (\$55,450); butter, \$50,091 (\$25,050); codfish, \$110,022 (\$55,020); flour, \$910,557 (\$405,300); vegetables, dried, \$21,130 (\$10,000); fruits and vegetables, \$8,573 (\$4,300); spices, \$42,540 (\$21,300); preserved meat, \$58,859 (\$29,500); soup paste, \$11,794 (\$5,900); common crackers, \$13,015 (\$6,550); fine crackers, \$4,133 (\$2,070); cheese, \$14,482 (\$7,300).

In provisions, the United States ranks first. British India furnishes a large quantity of rice.

Class XIII.—Miscellaneous, total, \$20,011 (\$10,050; \$9,519 (\$4,760) less than in the previous year. Jewelry, \$1,188 (\$590); artificial flowers, \$1,300 (\$660); rubber, \$2,005 (\$1,003); oilcloths, \$10,830 (\$5,490).

The United States has no importance in this class except in the articles above mentioned.

EXPORTS.

The exports from the island for the same period to the United States were as follows, viz:

Articles.	Value.	Equivalent United States currency.	Articles.	Value.	Equivalent United States currency.
Annatto	\$967. 70	\$480	Sugar, molasses	\$164, 471. 60	\$82, 240
Bay rum	6, 592. 88	3, 300	Sugar, Muscovado...	1, 792, 911. 52	891, 460
Coffee	18, 516. 16	9, 260	Woods	1, 375. 00	620
Molasses	408, 715. 69	204, 360	Paper, printed	177. 80	89
Oranges, sweet	3, 175. 00	1, 590	Staves, barrel	491. 00	246
Pineapples	2, 455. 32	1, 230			
Sugar, centrifugal.....	745, 443. 90	372, 730	Total.....	3, 145, 784. 62	1, 567, 575

As usual, it will be observed that provisions are by far the most important export from the United States, followed in the order of value by lumber, coal and petroleum, metals, and machinery.

I wish to call especial attention to the position occupied by the United States in reference to the volume of trade with this island in comparison with that of other countries. Naturally, Spain is first, with the United States second, and this position has been the prevailing one for some years, showing that the natural tendency and gravitation of the trade of the island is toward the United States. With a more liberal tariff policy and less discrimination toward the United States, this trade could be largely augmented and would become equal or superior to the volume of business transacted with Spain. The reciprocity relations with Spain, although only in existence for a short time, greatly increased the volume of trade between the island and the United States, and show what can be accomplished in this direction. The fact is, without the tariff, the United States would monopolize nearly the whole of it.

I beg to state that the statistics are not always accurate. There have been changes in the methods of valuation at the custom houses, and the money fluctuates. However, the figures are useful in showing approximately what the volume of trade was for the year with the different countries, and what commodities were the most largely imported.

JOHN D. HALL, *Consul*.

SAN JUAN, *July 5, 1897.*

Since writing the above, Commercial Relations of the United States, 1895-96, has been received, and on page 124 the United States Treasury figures as to trade with Puerto Rico in 1895 are given. They are:

Imports from Puerto Rico	\$1, 506, 512
Exports to Puerto Rico	1, 833, 544

This shows \$67,000 more in the exports from Puerto Rico and \$136,000 less in the imports into Puerto Rico from the United States than was given in my report. Taking into consideration the differences between the natural and fiscal years, the methods of valuation, and the fluctuating rate of exchange prevailing here, the discrepancy is not too great.

Value of exports declared for the United States at the various consular offices of Puerto Rico during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
FAJARDO.					
Muscovado sugars	\$24,008.98		\$5,351.30	\$95,049.38	\$124,409.66
Tortoise shell				150.54	150.54
Total	24,008.98		5,351.30	95,199.92	124,560.20
MAYAGUEZ.					
Annotto			179.00		179.00
Bananas		46.30			46.30
Cocoanuts	2,783.55	3,508.00	2,071.33	2,633.72	10,995.60
Cocoanut oil				40.24	40.24
Ginger	50.89				50.89
Molasses	7,514.23		6,185.77	18,493.52	32,193.52
Oranges		3,954.98	936.34		4,891.32
Pineapples		17.11		344.18	361.29
Pineapple slips				88.32	88.32
Sugar	53,453.32		39,395.97	127,068.53	220,517.82
Tortoise shell	309.97	187.50			497.47
Returned goods:					
Iron cylinders	250.00				250.00
Jewelry			100.00		1.00
Specie (American coin)	3,837.52				3,837.52
Total	68,199.48	7,713.89	48,868.41	149,268.51	274,050.29
PONCE.					
Annotto	91.48		135.80		227.28
Bay Rum	84.00			783.50	867.50
Bridle heads	70.88				70.88
Coffee		5,507.27	8,345.20	7,722.05	21,574.52
Lignum-vitæ			154.00		154.00
Molasses	70,449.29	7,705.85	121,653.67	143,367.09	343,175.90
Specie		3,700.00			3,700.00
Sugar	34,352.65	12,577.40	24,158.92	157,708.99	228,797.96
Total	105,048.30	29,489.52	154,447.59	309,581.63	598,567.04
RECAPITULATION.					
Aguadilla		1,154.67	7,804.29		8,958.96
Arecibo		8,931.85	41,469.07		50,400.92
Fajardo	24,008.98		5,351.30	95,199.92	124,560.20
Guayama		6,309.83	103,564.44		109,964.27
Mayaguez	68,199.48	7,713.89	48,868.41	149,268.51	274,050.29
Nagualoe		7,695.99	68,092.55		75,788.54
Ponce	105,048.30	29,489.52	154,447.59	309,581.63	598,567.04
San Juan		15,271.17	39,675.48		54,946.65
Vieques		20,679.96	8,831.55		24,511.51
Total	197,256.76	96,336.88	378,104.48	553,950.06	1,321,748.38

SOUTH AMERICA.

ARGENTINE REPUBLIC.

BUENOS AYRES.

I am in receipt of the circular of the Department of State,* instructing me to report on the commerce and industries of this Republic, and herewith transmit the following statistics and other data therewith connected:

Imports and exports for 1896, omitting specie.

Countries.	Imports.	Exports.
Germany	\$13,895,065	\$13,332,785
West Indies	23,119	252,600
Belgium	8,453,200	12,062,348
Bolivia	55,405	820,208
Brazil	5,152,621	9,841,460
Chile	15,697	2,171,214
Spain	3,007,207	1,166,400
United States	11,210,475	6,401,362
France	12,028,514	23,654,976
Italy	11,394,910	3,897,059
Holland	110,381	581,686
Paraguay	1,222,025	159,387
Portugal	84,728	19,487
United Kingdom	44,729,966	14,388,761
Uruguay	568,560	2,784,661
To and from various ports	106,129	5,897,504
Sundry shipments for orders		18,739,066
Total	112,058,002	115,670,964

Imports and exports for six months of 1897, compared with 1896.

Imports:		
First half of 1896		\$51,697,062
First half of 1897		49,703,779
Exports:		
First half of 1896		69,435,404
First half of 1897		64,038,535
Omitting specie.		

Imports and exports according to country (omitting specie).

FIRST HALF OF 1896.

Country.	Imports.	Exports.	Total.
Germany	\$6,358,227	\$8,456,197	\$14,814,424
West Indies	18,111	128,253	146,364
Belgium	4,116,154	7,066,597	11,782,751
Bolivia	23,677	285,478	289,155
Brazil	2,479,301	4,629,751	7,109,052
Chile	11,443	1,354,712	1,366,155
Spain	1,410,244	1,457,934	1,868,178
United States	4,933,336	3,281,279	8,214,615
France	5,553,070	14,832,860	20,485,930
Italy	5,400,741	1,882,031	7,282,772
Holland	64,189	438,528	502,717
Paraguay	502,184	82,634	584,818
Portugal	43,908	14,088	57,997
United Kingdom	20,424,178	8,146,182	28,570,360
Uruguay	335,163	1,656,067	1,991,230
To and from various ports	23,135	3,162,380	3,185,515
Sundry shipments for orders		12,890,423	12,890,423
Total	51,697,062	69,435,404	121,132,466

* Dated August 10, 1897.

Imports and exports according to country (omitting specie)—Continued.

FIRST HALF OF 1897.

Country.	Imports.	Exports.	Total.
Germany	\$5,728,254	\$9,321,283	\$15,049,537
West India	24,007	187,546	215,553
Belgium	4,186,946	6,303,584	10,490,530
Bolivia	23,177	270,491	293,668
Brazil	1,826,803	5,675,423	7,502,226
Chile	96,343	1,127,721	1,224,064
Spain	1,755,175	512,285	2,267,460
United States	4,985,748	5,227,765	10,213,511
France	5,778,087	14,871,335	20,649,422
Italy	5,342,946	1,928,723	7,271,669
Holland	52,166	33,133	85,299
Paraguay	578,481	73,440	651,921
Portugal	31,229	10,142	41,371
United Kingdom	18,947,560	7,651,223	26,598,783
Uruguay	295,386	1,103,593	1,398,979
To and from other ports	47,473	3,506,590	3,554,063
Sundry shipments for orders		6,234,258	6,234,258
Total	49,703,779	64,038,535	113,742,314

The foregoing official figures demonstrate the shrinkage which the Argentine Republic foreign trade has suffered in the first half of 1897, as compared with the same period in 1896. In imports, the decrease is about 4 per cent, and it would have been heavier had it not been for the increase in the importation of railway materials, which figure in the returns of one custom-house as hardware, for \$9,600,000, gold, in the first half of 1897, as against \$8,200,000 for the first half of 1896.

The principal cause of this year's falling off must be attributed to the loss of the wheat crops in the provinces of Santa Fe and Entre Rios, through the ravages of the locust. Banking, foreign trade, and business credits generally became very restricted in view of the failures of many important houses, and the nation, partly impoverished by the loss in cereals, was forced to economize.

The extent of the loss in agricultural products is shown by the following comparison for the two first halves of 1896 and 1897, the latter showing a decrease in the value of grain exports of no less than 44 per cent, and of 80 per cent in wheat, 43 per cent in maize, and 29 per cent in linseed.

Value of grain exported: First half year 1896, \$24,600,000, gold; first half year 1897, \$13,600,000.

Volume of grain exports.

	Tons.
Wheat:	
First half of 1896	457,000
First half of 1897	88,000
Maize:	
First half of 1896	550,000
First half of 1897	286,000
Linseed:	
First half of 1896	215,000
First half of 1897	152,000

The following are the principal exports for the first half years of 1896 and 1897:

Articles.	Period.	Quantity.	Value.
		<i>Tons.</i>	
Hides	First half of 1896.....	22,000	\$5,100,000
Do	First half of 1897.....	29,000	7,300,000
Frozen wethers	First half of 1896.....	22,962	918,000
Do	First half of 1897.....	23,064	923,765
Live sheep	First half of 1896.....	300,966	902,906
Do	First half of 1897.....	278,463	845,429
Live steers	First half of 1896.....	256,790	4,117,950
Do	First half of 1897.....	145,122	2,724,420
Flour	First half of 1896.....	27,328	971,000
Do	First half of 1897.....	28,926	1,602,127
Sheepskins.....	First half of 1896.....	14,441	1,588,500
Do	First half of 1897.....	13,059	1,305,932
Wool	First half of 1896.....	127,000	23,400,000
Do	First half of 1897.....	144,000	26,000,000

From the foregoing, it will be noted that both wool and hides show an increase, and that the latter has experienced a remarkable rise in value.

NAVIGATION.

The following tables, compiled from the returns of the National Statistical Office, show the arrivals and departures of foreign steamers and sailing vessels during 1896:

	Sailing vessels.		Steamers.	
	Number.	Tons.	Number.	Tons.
Arrivals	4,039	783,588	7,791	6,231,879
Departures	3,664	724,488	8,666	7,368,898

Arrivals and departures for first six months of 1896.

ARRIVALS.

Countries.	Sailing vessels.		Steamers.	
	Number.	Tons.	Number.	Tons.
Germany	2	1,525	61	115,247
Brazil.....	129	27,596	375	366,992
Spain	24	14,277		
United States.....	84	63,252	27	39,041
France.....	9	7,002	45	95,271
Italy.....	1	1,128	82	140,851
Paraguay.....	72	4,115	990	580,614
United Kingdom.....	85	62,717	267	458,446
Uruguay.....	1,477	160,883	1,947	1,298,217
Country not given.....	25	20,471	44	69,196
Total	1,908	363,066	3,838	3,163,875

DEPARTURES.

	Sailing vessels.		Steamers.	
	Number.	Tons.	Number.	Tons.
Germany	13	9,228	121	212,842
Brazil.....	114	22,727	328	273,959
Spain	10	9,707	18	27,813
United States.....	21	18,854	13	19,524
France.....	4	2,630	97	174,877
Italy.....	6	8,207	54	98,576
Paraguay.....	106	28,196	998	544,583
United Kingdom.....	220	157,496	343	574,169
Uruguay.....	1,231	105,929	2,115	1,388,655
Country not given.....	64	44,005	268	417,301
Total	1,789	401,979	4,355	3,732,299

Arrivals and departures for first six months of 1897.

ARRIVALS.

Countries.	Sailing vessels.		Steamers.	
	Number.	Tons.	Number.	Tons.
Germany	1	540	52	100,835
Brazil	110	7,809	228	134,416
Spain	14	9,750	4	7,815
United States	96	78,252	25	36,406
France	4	3,277	56	117,120
Italy	1	595	60	121,399
Paraguay	101	5,709	781	453,714
United Kingdom	51	31,413	224	411,294
Uruguay	1,414	133,922	1,905	1,280,758
Country not given	11	7,200	52	85,078
Total	1,803	278,467	3,387	2,748,885

DEPARTURES.

Germany	17	13,383	83	147,365
Brazil	184	35,995	230	154,246
Spain	8	4,930	14	22,986
United States	53	43,208	17	22,183
France	9	6,488	111	209,976
Italy	11	5,959	52	111,913
Paraguay	85	5,663	867	465,747
United Kingdom	60	42,996	283	497,295
Uruguay	1,296	120,320	1,894	1,271,124
Country not given	83	54,395	100	157,517
Total	1,756	333,339	3,641	3,080,351

Up to the present, the maritime authorities have published nothing by which to distinguish the river and coast trade from the ocean trade. I have only been able to ascertain from the returns at the prefecture of marine that, including vessels of all classes and size of tonnage, there were up to the end of 1896 under the Argentine flag 8,301 crafts, with a total of 220,587 tons.

During the present year of 1897, they put the increase at approximately 5,000 tons, including small vessels under 10 tons, built here, and others which have transferred their flag.

PORT DUES OF BUENOS AIRES.

Tonnage dues: Steamers or sailing vessels, 10 cents gold per ton register for entrance and wharfage.

Mole dues, 13 cents gold for the first 100 tons, and 7 cents for the tonnage per 100 over the first.

Light dues, 7 cents gold per ton.

Sanitary dues, 2 cents gold per ton; 3 cents if with a foul bill of health, and half of the above if in ballast.

Pilotage: Compulsory, or if the vessel arrives without pilot, one-half pilotage has to be paid to custom-house.

Duties on imports and exports, 1897: On imports this year, an additional 1 per cent is levied above the 1 per cent additional of last year, thus making 2 per cent additional duty on the valuation of merchandise as per customs tariff.

The slingage, port laborage, etc., charges have also been augmented as follows:

	Per month.	
	Storage.	Slingage.
Per \$100 gold value declared	\$0. 25	\$0. 50
Per 100 cubic decimeters (13 cubic yards) .....	.03	.06
Per 100 kilos gross weight (220 pounds) .....	.05	.10
Per 100 liters (2.838 bushels) .....	.03	.06
Per 100 kilos powder and explosives .....	.15	.30

No direct dispatch is now permitted, except by lighters, to discharge in the "Riachuelo." Goods have then to pay half of the above duties of storage and slingage or crantage.

On exports, 4 per cent is levied on the custom-house valuation of the following articles: Mare's oil, horns, bones and bone ash, horse hair, hides in general, wool, feathers, and tallow.

All other exports are free of duty, having only to pay a stamp tax of 1 per cent customs valuation on weight declared.

MARITIME SANITARY REGULATIONS.

No changes have been made in the regulations since 1894. The quarantine term imposed on suspected and infected vessels is, for yellow fever, 10 days; for cholera, 8 days; for eastern pest, 20 days; such periods to count from the time when the sanitary authorities shall have effected the complete disinfection of the ship. Besides the Island of Martín García for passengers by suspected vessels, a floating lazaretto is now used, to which those of the passengers and crew attacked by those diseases are at once removed.

UNITED STATES TRADE.

Comparing official figures of United States customs for the first half years of 1896 and 1897, it is found that in the first half of 1896, the imports were \$4,933,336 gold, and in the first half of 1897, \$4,985,746. In the first half of 1896, the exports were \$3,281,279, and in the first half of 1897, \$5,227,765.

The export figures speak for themselves, and if the market for United States manufactures shows but a slight increase it is due to a system, alluded to in previous reports, of representation by agents who have simply their samples to show, without stocks on the spot to meet immediate requirements. Improved steam communication has done something to better the position of American wares, but the absence of established houses in this city with centers in the United States and with current articles on hand like other foreign firms, has permitted much business to pass from the hands of Americans to other nations.

If properly handled, United States goods would constitute a fair share of this country's imports, and I advise houses desirous of extending their relations in this Republic either to open branches here or to form a syndicate of manufacturers in order to allow of a fair trial at the lowest cost. The manager should be well acquainted with the Argentine Republic, with the commerce and ways of her people, and also with the Spanish language.

There are many lines of business here in their infancy, waiting favorable conditions to foster their growth. There will be an opening for

electric appliances of all kinds. The demand for bicycles has just begun. Everyone prefers the United States machine when they can obtain it. There are also good openings in drugs, musical and fancy articles, plated ware, mining machinery and outfits, etc.

Agricultural machinery, tram and railway material of course hold their own on their superior merits, but there must be many industries in the United States the products of which are unknown to this market and would undoubtedly be well received here.

RAILWAYS.

In sympathy with the decrease in agricultural products and general business, the traffic receipts, with trifling exceptions, have declined during the first half of 1896. The Central Argentine shows a decrease from January 1 to July 11 of \$624,315 gold, and the Buenos Ayres and Rosario line of \$166,705 for a corresponding period. Those are the two most important diminutions.

In spite however of the crisis in commerce, the loss of crops and decrease in traffic, new lines are being constructed. Concessions have been granted and fresh ones applied for. The most important of the new extensions is that of the Southern Railway from Bahia Blanca to the River Neuquen at its confluence with the Limay and Rio Negro, total length 600 kilometers (372.83 miles). The first section to the Rio Colorado, 200 kilometers, is now opened to traffic. Such facilities for the transport of pastoral products have necessarily enhanced the value of grazing lands, which hitherto had remained comparatively valueless. This new extension to the Neuquen is said to be part of a line which will have its terminus as far south as the lake of Nahuelhuapi, thus developing a country rich in pastures and probably in minerals, at the same time affording the Government a strategic line of communication for the rapid transport of troops in case of need.

Another important extension is that of the Western Railway from Trenque Lauquen to Toay, 172 kilometers (106.87 miles), which has opened up the section called "Pampa Central," where of late numerous sheep farmers have been attracted by the cheapness of land. Up to a few years back, the Pampa Central was, for all practical purposes, unknown, and now with rail facilities, wools grown there are regularly quoted in the market. From Toay it is said the Western line will extend still farther into the pampa.

The following is a table of mileage for 1896 and up to July 11, 1897:

Railway.	Miles open.	
	1896.	1897.
Central Argentine.....	790	790
Ensenada and Brandzen Branch.....	129	128
Buenos Ayres Great Southern.....	1,403	1,469
Buenos Ayres and Rosario.....	913	914
Buenos Ayres and Pacific.....	426	426
Buenos Ayres Western.....	427	495
Santa Fé and Cordova Great Southern.....	186	186
Bahia Blanca and Northwestern.....	177	234
Northwestern Argentine.....	94	94
East Argentine.....	99	99
Entre Rios.....	386	386
Central Uruguay.....	581	581
Cordova and Northwestern.....	95	95
Central Cordova.....	128	128
Central Cordova and Central Northern.....	549	549
Cordova and Rosario.....	180	180
Argentine Great Western.....	319	319
Total miles.....	6,782	7,073

TRAMWAYS.

There is every probability of the city's extensive tram system undergoing a radical change, namely, by the substitution of electric power for horse traction. Already, two electric lines (as trial sections) are working, and only await municipal formalities. These two lines were projected, built, and are being run under United States management, and the plant is from the United States. There are numerous applications before the authorities to construct electric tramways, both in the city and suburbs, and in the transformation of old and the building of new lines, American manufacturers have a good opportunity to do business.

POSTAL TARIFF.

From the Argentine Republic postal tariff for the year 1897, the following postal charges are taken:

	Cents, paper.*
On city and interior correspondence:	
Letters, for each 15 grams (one-half ounce) or fraction.....	5
Postal cards	4
Newspapers, for each 50 grams (1½ ounces) or fraction	½
Periodicals, each 50 grams or fraction	1
Other printed matter, for each 100 grams (3¼ ounces) or fraction	2
Business papers, for each 100 grams or fraction.....	4
Samples, for the first 100 grams or fraction	3
Samples, for each additional 50 grams or fraction	1

Registered, declared value, and express rates for the city and interior are, in addition to the above corresponding postage:

	Cents, paper.
For the registering of each letter	12
For advising reception of the letter	15
For values declared \$1 paper for every \$100 or fraction of that sum, and a fixed charge of	12
For advising reception of declared values	15
For sending a letter by express to the interior	25
For sending a letter by express in the city.....	20

UNIVERSAL POSTAL UNION.

First category includes all countries which form part of the Union (except Brazil, Chile, Uruguay, Paraguay, and Bolivia), and the charges are:

	Cents, paper.
On letters, for each 15 grams (one-half ounce) or fraction	12
Postal cards	6
Postal cards, with reply paid.....	12
Business documents up to—	
100 grams (3½ ounces)	12
150 grams (5.29 ounces)	14
200 grams (7 ounces)	16
250 grams (8.75 ounces)	18
And each 50 grams in excess	4
Samples—	
Up to 50 grams	6
Up to 100 grams	8
For each successive 50 grams up to the maximum (250 grams)	4
Newspapers and other printed matter, for 50 grams or a fraction	2
Registered documents with return receipt.....	24
Registered documents without return receipt	16
Letters without postage stamps pay per 50 grams or fraction.....	30

* The paper currency, says Mr. Chute further on, is valued at about one-third of the gold currency.

Second category, postage to Brazil, Chile, Uruguay, Paraguay, and Bolivia, as follows:

	Cents, paper.
Letters, for each 15 grams or fraction	10
Postal cards	6
Postal cards, reply paid	12
Business documents up to—	
50 grams (1½ ounces)	10
100 grams (3½ ounces)	12
150 grams (5.29 ounces)	14
200 grams (7 ounces)	16
250 grams (8.75 ounces)	18
And each successive 50 grams	4
Samples up to—	
50 grams	6
100 grams	8
Each successive 50 grams up to 350 (12.3 ounces) maximum	4
Newspapers and other printed matter, 50 grams	2
Registered documents, with return receipt	24
Registered documents, without return receipt	16
Letters, unstamped, 15 grams or fraction	30

PASTORAL AND AGRICULTURAL.

With settled spring weather, shearing has now commenced. It is reckoned that the wool clip will be superior to that of last year, although as yet the yield has not been computed. In point of quality, it is reported on the whole to be of a better class than the previous clip.

Sheep raising has extended very much of late years with the increased importation of foreign breeding stock, and the western and southern national territories contribute largely to our wool exports. From Patagones, at the mouth of the Rio Negro, south to Santa Cruz, the whole coast line of Patagonia is settled and flocks thrive well.

Turning to the principal agricultural districts, the provinces of Santa Fe, Entre Rios, and Cordova, the locusts which last year ate up nearly everything growing have again been threatening them. Fortunately, frost has held them in check and the colonists generally have been actively destroying the insect, receiving funds from the Government for the work. Bonds were issued for that purpose to the value of \$4,000,000 paper—that is, that amount was voted and is gradually being applied.

The locust this season has done very little damage so far, and it is the general opinion that the bulk of the crops will be saved; if so, the wheat crop will be very abundant and help the country out of its present distress. Rain is badly wanted throughout the Republic, and a prolonged drought would seriously affect the present prognostications. Should all go favorably, however, during the next few weeks, it is estimated that the province of Santa Fe alone will yield 1,600,000 tons of wheat, of which 1,000,000 would be available for export in January and February next. From other parts, no estimate has as yet been received.

Linseed is reported somewhat damaged by frost; a good crop is computed at 300,000 tons. Of maize, it is too early to ascertain the area under cultivation.

MINING.

A law has been promulgated by the National Government admitting free of duty, during ten years, all machinery, tools, and materials necessary to the starting and working of mining and metallurgic establishments. This may put life into the many concessions held by small capitalists. In the provinces of San Juan, San Luis, and Mendoza, as

also in the national territories of Chubut and Neuquen, fresh capital has gone into gold mining during the last few months. The extensive mineral region will doubtless be remunerative.

AREA AND POPULATION.

The national census committee published in June of this year a rectification of the area of the Republic; still, as there are questions of limits pending with the neighbors, some time must elapse before the area can become definitely settled. The area is now fixed at 2,885,620 square kilometers (1,114,580 square miles), or, say, 7,848 kilometers more than the previous publication of the committee.

Spread over this vast territory, there is a population of only 4,100,000, the ratio of the population to the square kilometer being 1.4.

With the extended radius of the city of Buenos Ayres, the actual population is 727,000, showing in a few years an almost unparalleled increase, owing to steady immigration and to the decrease in mortality consequent on an improved water supply and an extensive system of drainage.

CITIZENSHIP.

Foreigners can become naturalized citizens after two years' residence in this Republic, and are exempt from military service for ten years. All public offices are open to them, except those of President and Vice-President of the Republic.

VALUES OF COMMODITIES.

The values of most commodities remain stationary. Articles of primary necessity are cheap all round; even imported goods, burdened with duties and a high gold premium, sell at very reduced prices in some branches, such as hosiery, groceries, etc., owing to keen competition. Sales, with very few exceptions, are made in paper in the retail trade and according to arrangement in the wholesale trade.

WAGES.

Wages remain unchanged since the last report by the late Consul Baker. Owing to the depression of trade and many failures, the unemployed in this and other cities of the Republic have largely increased during the past winter months, and there has been distress in the agricultural districts.

PORT WORKS.

The port works of the capital have now been handed over as completed, with No. 4 dock, North Basin (entrance), and dry dock. The channel, both north and south, requires further excavation to enable ocean steamers to arrive and leave at all times, independent of tides. Very extensive warehouses have been completed, and others are in course of construction on the port quays, and every convenience is afforded for handling cargoes and giving quick service. The whole of the port is lighted by electricity.

Some 20 miles from the town of Bahia Blanca, and at the mouth of the estuary, at a place known as Nameless Point, a naval port is being constructed, so as to afford anchorage to the deep-draft ironclads lately purchased, and to centralize work connected with the fleet, such as

dockyards and arsenals; and for general military purposes \$2,500,000, paper, has been voted for preliminary surveys and expenses. The ultimate cost is unknown.

REVENUE.

In spite of the fact that nearly every branch of commerce and national industry shows losses in the present year, the six months' revenue figures of the National Government for 1897 compare favorably with the first half of 1896.

Gold revenue (imports, exports, port dues, etc.):

First half year 1896	\$15, 694, 500
First half year 1897	15, 499, 200

Paper revenue (internal taxes):

First half year 1896	16, 492, 000
First half year 1897	19, 650, 000

Considering the paralysis of affairs during the past winter months, with no hope of improvement until the wool clip of November and December comes in, it is not likely that the revenue returns will keep up to those of 1896 in the second half year.

FINANCE.

The financial results of 1896, according to the President's message to Congress in May last, are as follows:

	Paper.
Expenditure	\$180, 394, 000
Revenue	130, 618, 000
Deficit	49, 776, 000

Taking the paper dollar at the rate of 3 to 1 gold dollar, the deficit equals \$16,592,000 gold. It is caused principally by the very heavy payments for the purchase of war materials for the army and navy. Congress is discussing how to cover the deficit, whether by fresh taxes or a loan in some shape.

The Budget for the coming year, presented to Congress in September, states that the revenue, exclusive of new taxes, can be estimated at \$32,049,454, gold, and \$40,546,000, paper. With increased taxes, it will be \$32,569,454, gold, and \$56,846,000, paper.

The expenditure is set down at \$83,635,168, paper, a reduction of \$3,720,598, paper, compared with that of the current year, and \$19,957,402, gold, an increase of \$2,857,453, gold, compared with the current year.

There is an attempt at retrenchment in public works, Government salaries, War and other departments.

This year, the Argentine Government is resuming full payment of interest on the foreign debt. This will be a strain on the national resources, but, unless something unforeseen occurs, the government will no doubt comply with the engagement. The amount of currency in circulation is, in round numbers, \$295,000,000, paper. The amount of gold in circulation can hardly be estimated with accuracy, as specie is moving between Europe, Brazil, Uruguay, and this port.

The gold premium during the past nine months has fluctuated around 300 per cent, or say \$3, paper, to \$1, gold. Early in the year, it rose to 330 per cent, and later fell to 260 per cent. At present, it is 287 per cent.

RATES OF FREIGHT.

Rates at present for the United States are quoted per steamer for bales, \$4, gold, per ton, 40 cubic feet; dry hides, one-half cent per kilo; per sailing vessels for bales, \$3.50, gold, per ton, 40 cubic feet; bones, \$3 per kilo; dry hides, 7 cents, gold, average per hide.

For Europe, the season not having commenced, rates of freight are nominal: Say 15 francs (\$2.90) for bales per ton measurement (40 cubic feet) and 9 shillings (\$2.18) per ton weight for grain from the rivers and also port of Buenos Ayres. For live cattle, on deck to London (Depthford) £4 15s. to £5 (\$23 to \$25) per head is paid, and for live sheep, 8 shillings (\$1.95) to 9 shillings (\$2.18) per head by steamer.

Frozen meat is in the hands of companies, and the rate of freight is by yearly contract.

Mules to the Cape of Good Hope and adjacent ports or to Mauritius are freighted for lump sums.

RATES OF EXCHANGE.

During the first half year of 1897, the highest rate was in the first fortnight of January, namely, 48½d. on England, and the lowest rate during the first half of May, namely, 47⅛d. The average rate for the six months results fractionally 47¾d. Bank rates to-day are:

On England, 47¾d. at 90 days; 47½d. at sight. On France, 5.01 francs at 90 days; 4.97½ francs at sight. On New York 1.05½ gold at sight. On Antwerp, 5.05½ francs at 90 days. On Hamburg, 4.09½ marks at 90 days. Bank discount rates stand at 7 to 7½ per cent for paper and at 6½ to 7 per cent for gold.

LICENSES

Commercial travelers have to pay a national government license of \$50, paper, per annum, counting from January to December; for instance, a license taken out in March would only pay ten months.

Commercial houses, etc., pay according to classification of the law promulgated in January every year.

The National Government is very strict as regards licenses, and any infraction of the law involves a heavy fine.

POST AND TELEGRAPH.

The postal circulation for the year 1896, including all matter, was 158,000,000 articles (compared with 1895 an increase of 15,500,000), an average to each inhabitant of 39.9.

Telegraph: At the end of 1896, there were 17,751 kilometers (11,000 miles) of wire throughout the republic. Thirty-two new offices were opened and 2,633,450 messages were dispatched, or a proportion to each inhabitant of 0.6.

There have been extensions west, south, and southwest of the republic in the first half of the present year, but I can not yet obtain official figures as to the measurements, although I have applied for them. I may mention that the National post-office and telegraph service is controlled by one management.

In 1896, the post-office returns were \$2,676,980, paper, and the telegraph \$1,087,212, a total of \$3,764,192, and an increase of \$165,437 over 1895.

LYMAN W. CHUTE,
Vice-Consul.

BUENOS AYRES, *October 11, 1897.*

CORDOBA.

In reply to circular dated August 10, 1897, requesting a report on the commerce and industries of this consular district, I have the honor to submit the following:

The commerce of the district is of small importance, and not even the provincial authorities know accurately what it is. There is no official statistician and no custom-house, the nearest port of entry being Rosario, 245 miles distant, on the river Paraná. The chief traffic is in the hides and wools produced in this province and those lying to the north and west. This is mostly a commission business, and few of the buyers are exporters. The trade is managed by houses in Buenos Ayres and their branches or agents here. Much of the trade of the interior passes direct to the ports of Rosario and Buenos Ayres without stopping here, and what the total value of the business may be is known only in those cities, and the books are not open to inspection. The same is true of the books of the railway companies which supply our market.

The only manufacturing that is entitled to the name is tanning, for which the city has become noted, especially in the treatment of goat skins. These are known as Cordovans, and are made into morocco and sent to Buenos Aires, where they find a ready sale. The tanning matter is derived from the leaf of the molle, which is as rich in tannin as the sumach. In the machine shops of the railway companies, all the repairs to the rolling stock are made, including castings and an occasional passenger car and the wagons for freight. Boots and shoes are also machine made, but the output is limited to supplying the city. The trade is almost exclusively in the hands of the Spanish residents.

Agriculture, except in an irrigable zone of some 15 square miles' extent in the immediate vicinity of the city, is of the rudest kind, and in the larger part of the province is almost impossible, owing to the scarcity of rain. There are, besides, frequent hailstorms and regular swarms of locusts, which destroy everything in their path. The soil of the pampa is fertile and produces luxuriantly under proper irrigation, but the rainfall is insufficient and irregular and the heats of summer are fierce, consequently the sporadic attempts in this direction have been limited to the river valleys and such places as could be irrigated. The River Primero would be considered a fair-sized creek at home, and the same is true of the four others in the province, which frequently dry up in summer.

The provincial government has at great expense constructed an immense reservoir, or lake, at the entrance of the Primero into the mountains, having a retaining wall 110 feet high; so that this river is now permanently supplied with water, and the zone spoken of above is irrigated therefrom. To the east, at a distance of some 150 miles, near the river provinces, the rainy belt begins, and there is much excellent stock or grazing farm land in that region. Until the rainy season begins, however, the poor animals, 500 to a square league, eke out a miserable existence. The rains usually commence in October and are torrential, falling at long intervals. Stock raising is, nevertheless, the principal industry, and in the rain belt is very profitable.

The province has a population of 350,000, and this city about 45,000. It contains a large number of churches and convents, besides minor chapels and Catholic schools. The National Government maintains a university, with faculties of law, medicine, and the sciences, at an annual cost of \$127,000; a boys' college at \$30,000; a normal school (non-sectarian) for boys at \$25,000; one for girls at \$22,000; school of music

at \$18,000; astronomical observatory at \$19,000, and meteorological office at \$15,000. The city is in direct communication by rail with the ports of Santa Fé, Rosario, and Buenos Ayres, and with the north and west by narrow-gauge roads. It is a pleasant, healthful, clean city, well paved, with good tram lines, excellent electric lights, gas, hydrants, fine plazas, cafés, stores, and, in short, abounds in all the conveniences and luxuries of modern cities. Its future growth and prosperity will depend upon its manufactures, and steps are already taken, with a promise of success, to produce coarse woolen goods and carpets, for which the wool is especially adapted. Efforts will probably also be made to produce beet sugar.

There are only five American citizens here, and all are in the employ of the National Government. There are no American business houses nearer than Rosario, and such American tools or machines as are on sale here are purchased either there or in Buenos Ayres.

An inspection of the returns from this consulate will show that no official business of any kind has been transacted during my incumbency, and the same holds true for the terms of my predecessors. My official duties have consisted in accompanying the governor twice a year in the celebration of a *Te Deum* in the cathedral in honor of Argentine independence, and upon such other public occasions as presented themselves. These events have always been extremely pleasant, and all my relations with provincial and city authorities have invariably been of the most cordial nature. While the Argentines naturally do not like our high tariffs, which tell against their exportations, socially they profess, and I am sure they feel, a great liking for us as a nation.

The capitalists of the United States could easily control the commerce and friendship of all South and Central America by taking in hand the completion of the few thousand miles of railway still needed to join New York and Buenos Aires. The ports at present are hopelessly given over to the Europeans, but this inside track would be exclusively our own and would give us an enormous advantage from the very beginning, and in a short time, would compel a change.

JOHN M. THORNE, *Vice-Consul.*

CORDOBA, October 1, 1897.

BOLIVIA.

In compliance with circular dated August 10, 1897, I transmit report on the commerce of Bolivia for the first six months of 1897.

CUSTOM-HOUSE AGENCY AT ANTOFAGASTA, CHILE.

The movement of this custom-house during the first six months of 1897 was as follows:

Packages dispatched:	
Free of duty	5,936
Paying duty	98,463
Total	104,399

The income is classified as follows:

	Bolivianos.	U. S. cur- rency.
Ultramarine duties	539,992.91	\$254,336
Additional tax of 20 per cent	108,006.88	50,870
Duty on matches	4,769.60	2,245
Local tax	716.60	337
Policies and guides	792.10	372
Double duties	1,437.37	676
Penalties	645.48	303
Total	656,360.94	309,139

Classified by months, the following amounts are given:

	Bolivianos.
January	85,333.66
February	135,405.56
March	106,611.97
April	114,828.57
May	119,880.11
June	94,301.07
Total	656,360.94

The income of the custom-house of La Paz during the first six months of 1897 was:

	Bolivianos.	U. S. cur- rency.
Ultramarine articles	151,479.10	\$71,346
Warehouse rent	3,063.41	1,430
Duty on matches	3,535.26	1,964
Additional tax of 20 per cent	30,315.43	14,278
Local tax	1,520.76	711
Recognitions	68.50	32
Sugar and molasses	16,368.24	7,709
Peruvian brandy	1,218.45	573
Peruvian alcohol	944.03	444
Penalties and confiscations	448.24	211
Exportation of—		
coined silver	2,997.59	1,411
tin and bismuth	1,417.47	667
rubber	13,338.68	6,282
gold	79.77	37
Tax on silver ores and others	1,094.71	515
Total	227,889.64	107,610

Classified by months:

	Bolivianos.
January	28,924.02
February	41,428.37
March	41,306.53
April	43,645.13
May	35,810.69
June	36,774.90
Total	227,889.64

The income of the custom-house of Oruro during the first six months of 1897 was—

	Bolivianos.	U. S. cur- rency.
Ultramarine articles	4,811.37	\$2,266
Warehouse rent	5,794.98	2,728
Duty on matches and others	3,055.27	1,437
Exportation of tin	8,511.12	4,008
Additional tax of 20 per cent	1,950.00	917
Exportation of coined silver and silver ores	4,973.24	2,342
Total	29,095.98	13,700

The importation through the custom-house of Mollendo, Peru, was as follows:

Articles.	Packages.	Weight.	
		Kilos.	Pounds. ¹
Cottons	4, 163	324, 620	714, 100
Wools	7, 510	315, 750	694, 600
Linsens	5, 372	351, 107	772, 400
Silks	3, 215	204, 355	449, 500
Made clothing	4, 792	294, 758	648, 400
Furniture	8, 166	400, 682	881, 400
Various articles	18, 756	677, 112	1, 489, 700
Hardware	37, 848	1, 088, 485	2, 394, 700
Provisions	17, 145	589, 267	1, 186, 300
Wines and liquors	7, 318	372, 470	819, 500
Alcohol	5, 549	364, 545	802, 000
Drugs	5, 444	347, 373	764, 200
Total	125, 278	5, 330, 474	11, 816, 800

¹ In round numbers.

The commercial movement of the custom-house of Uyuni, during the first six months of 1897, is represented as follows:

	Bolivianos.
January	12, 386. 88
February	22, 249. 20
March	1, 419. 00
April	888. 30
May	1, 880. 19
June	7, 424. 28
Total	46, 247. 85
Total (United States currency)	\$21, 781

The importation is divided as follows:

	Pack- ages.	Official value.	United States cur- rency.
		Bolivianos.	Dollars.
Merchandise in transit	59, 104	19, 560	29, 349
Merchandise, national, of Chili	162, 181	159, 246. 21	75, 004
Merchandise, naturalized			
Total	240, 845	221, 500. 73	104, 351

The exportation of silver ores through this custom-house during the first six months of 1897 was as follows:

Month.	Kilograms.	Marks.	Duty.
			Bolivianos.
January	138, 505	2, 895. 67	1, 159. 57
February	133, 009	2, 162. 25	1, 817. 06
March	150, 631	4, 030. 95	1, 592. 81
April	147, 324	2, 850. 39	1, 132. 19
May	111, 550	1, 639. 46	655. 78
June	43, 468	680. 55	272. 26
Total	724, 487	14, 239. 27	5, 629. 67

Tin ores exported during the first six months of 1897 amounted to 12,174 quintals, paying a duty of 4,555 bolivianos (\$2,143).

The importation of merchandise by the way of Mollendo, Peru, during the first six months of 1897 was:

Articles.	Pack- ages.	Weight.	
		Kilos.	Pounds. ¹
Cottons	908	81,780	179,900
Wools	1,061	96,384	190,000
Linens	107	8,360	18,400
Silks	23	1,233	2,700
Made clothing	562	38,677	85,100
Furniture	231	19,532	43,000
Other articles	7,921	302,863	666,300
Hardware	2,904	153,044	338,700
Provisions	15,440	825,408	1,815,000
Liquors	1,886	65,530	144,200
Drugs	117	8,122	17,800
Total	30,660	1,600,932	3,500,000

¹ In round numbers.

The exportation of Bolivian goods through the custom-house of Mollendo, Peru, during the first six months of 1897 was as follows:

Articles.	Packages.	Weight.	Official	United
			value.	States cur- rency.
		Kilos.	Bolivianos.	Dollars.
Gold	5	12	10,453.92	4,923
Silver, coined	1	10	460.00	216
Copper	51,059	1,174,357	445,240.80	209,707
Tin	297	137,126	56,214.00	26,476
Lead	319	31	120.00	56
Bismuth	1,405	4,974	4,560.00	2,147
Quinia	1,643	10,886	8,184.00	3,854
Coffee	9	87,951	100,444.56	47,309
Rubber	181	73,156	143,219.72	67,456
Cocoa	101	13,198	1,120.00	5,275
Wool	305	14,693	5,382.00	2,534
Hides	4	78	10,704.00	5,039
Skins	4	108	636.00	299
Several others	67	615	3,600.00	1,695
Total	55,800	1,517,196	790,339.00	376,985

The importation through the custom-house of Uyuni during the first six months of 1897 was:

Months.	Packages.				Official value.	
	In trans- it.	National products of Chili.	Natural- ized.	Total.	National products of Chili.	Natural- ized.
					Bolivianos.	Bolivianos.
January	13,477	4,294	23,631	41,402	12,039.65	26,356.35
February	10,200	1,956	24,246	36,402	9,154.52	20,903.44
March	8,788	1,276	20,548	30,612	6,455.61	20,260.55
April	7,575	3,724	43,198	54,497	10,324.25	32,991.58
May	7,983	2,822	27,110	37,915	5,977.60	26,403.76
June	11,081	5,488	23,448	40,017	18,362.89	32,265.54
Total	59,104	19,560	162,181	240,845	62,314.52	159,246.21

The importation of sugar from Germany through the custom-house of Uyuni during the first six months of 1897 was:

Month.	Packages.	Quintals.	Duty paid.
January	2,280	1,415.75	<i>Bolivianos.</i> 1,608.90
February	1,200	1,245.64	1,494.76
March	2,560	1,015.44	1,218.52
April	1,370	1,572.62	687.14
May	3,238	1,216.10	459.32
June	3,585	1,637.86	1,961.84
Total	14,823	7,103.41	8,520.48

The importation of coal to Bolivia, through Antofagasta, Chile, during the first six months of 1897 was:

Month.	Packages.	Month.	Packages.
January	<i>Quintals.</i> 22,792	May	<i>Quintals.</i> 25,920
February	22,878	June	21,740
March	19,620	Total	155,452
April	42,504		

The number of packages imported through Arica and Tacna to Bolivia during the first six months of 1897 was as follows:

To La Paz	15,280
To the other departments of Bolivia	7,023
Total	22,303

The income of the common custom-house of Arica during the first six months of 1897, under the treaty of Ancon with the Republic of Chile, was:.

Articles.	January.	February.	March.	April.	May.	June.	Total.
Importation duties	24,498.47	17,512.60	25,897.07	40,484.69	22,635.80	22,600.03	153,678.66
Overcharges	14,081.43	10,640.11	13,711.79	22,902.28	15,731.16	15,939.47	93,006.24
35 per cent of Bolivia ..	13,502.96	9,853.45	13,863.10	22,185.44	13,445.94	13,488.82	86,339.71
40 per cent of Bolivia ..	15,431.96	11,261.08	15,843.54	25,354.79	15,366.78	15,415.80	98,673.95
25 per cent of Chile	9,644.98	7,038.18	9,902.22	15,846.74	9,604.24	9,634.88	61,671.24
Warehouse rent	104.73	117.72	110.00	161.23	77.00	98.41	669.09
Overcharges of same ..	63.12	70.00	68.16	95.81	51.24	71.11	418.94
Policies and manifests ..	182.50	9.78	915.54	490.90	1.84	34.68	1,635.33
Received in silver of the 35 per cent	6,030.77	4,317.13	6,384.10	3,194.25	280.44	1,229.47	21,436.16
Received in silver of the 40 per cent	6,892.31	4,933.86	7,296.12	3,650.57	320.51	1,405.12	24,498.49
Received in silver of the 25 per cent	4,307.70	3,083.66	4,560.07	2,281.60	200.32	878.20	15,311.55
Received of warehouse rent	73.62	82.80	77.20	26.91	1.16	18.34	280.08

The exchange in La Paz during the first six months of 1897 fluctuated as follows:

Exchange.	Maximum.	Middle.	Minimum.
On London	20½ pence	19½ pence	18½ pence.
On Paris	2.13 francs	2.04 francs	1.95 francs.
On Lima (premium)	30 per cent.	25 per cent.	20 per cent.
On Valparaiso (discount)	12 per cent.	5 per cent.	3 per cent.
On Santiago (discount)	12 per cent.	5 per cent.	3 per cent.
On Antofagasta	12 per cent.	5 per cent.	3 per cent.
On New York	2.90 bolivianos ..	2.50 bolivianos ..	2.50 bolivianos.

GERARDO ZALLES, *Vice-Consul.*

LA PAZ, *October 16, 1897.*

SUPPLEMENTARY REPORT.

The attached table of the export of Bolivian products from the port of Antofagasta, Chile, during the year of 1896, may be found of value. There are also exports from the ports of Mollendo, Peru, and Arica, Chile, and by the way of the Amazon; but by far the majority of exports, except rubber, coffee, and cocoa, go by way of Antofagasta. From the other ports, I have not been able to procure reports of exports which are reliable. The dollars are valued, as calculated in Chile, at 30 pence. It is proper to state that the exports go to Europe, and as a result the imports come from Europe; but little business is done with the United States, for the reasons given by business men, that prices are too high, terms not sufficiently elastic, transportation more costly, and the packing arrangements unsuited for inland transportation by mules and burros.

THOS. MOONLIGHT, *Minister.*

LA PAZ, *November 30, 1897.*

Exports of Bolivian products from the port of Antofagasta in 1896 and their values.

Articles.	Quantity.	Value.	
		Chilian coin.	United States coin.
Quicksilver	kilos.. 9,000	\$9,000	\$6,930
Pinbarrilla	do.. 4,085,520	2,045,759	1,572,924
Bismuth	do.. 58,654	293,270	225,818
Old copper	do.. 9,716	7,773	5,985
Coffee	do.. 20,770	14,539	11,196
Peruvian bark	do.. 112,367	168,550	129,784
Coca	do.. 18,924	13,247	10,200
Cocaine	do.. 5	1,000	770
Vicuña skins	number.. 205	820	631
Bar tin	kilos.. 1,934,075	1,160,445	893,543
Old iron	tons.. 400	20,000	15,400
Llama wool	kilos.. 8,189	4,094	3,152
Antimony ore	do.. 472,377	94,475	72,746
Silver ore	do.. 2,931,720	1,463,171	1,026,642
Silver cluster and bar	grams.. 165,051,000	8,141,110	6,268,655
Silver sulphurets	kilos.. 12,003	15,003	11,552
Total		13,449,256	10,355,927

BRAZIL.

BAHIA.

Owing to the revolutionary movements in the interior of this State ever since January of this year, business has come to a standstill in all its branches. Exports and imports, especially the latter, have dropped off considerably. The continued depreciation of Brazilian money and low price of coffee have added to the depression of every branch of commerce and industry.

With the exception of the inauguration of an electric tramway, on the German system, nothing new has been done here.

American products are not largely in evidence in this market, simply for the reason that European manufacturers give their customers better facilities and longer credits, are more careful in packing, and fill orders as required. It is well known here that United States manufactured goods are generally superior to the European ones, but this does not make up the difference in buying at ninety days, or four or even six months' credit in Europe.

The American manufacturers in most cases want cash in New York before the goods are shipped. There are exceptions to this cash rule, but even these ship and draw thirty days sight, so that their drafts have to be paid before the merchants here have seen the goods, as it takes eighteen to twenty-four days from New York to Bahia by steam (forty to sixty days by sail) and sometimes from twenty to forty days before the goods are delivered in the custom-house, and then it may take from ten to sixty days before they can be dispatched, and sometimes longer, according to circumstances.

Nothing has been done here to improve in any way the discharging of cargo, or anything else that may appertain to shipping. Several branch lines of railroads have been projected, but as the State has no money in hand it will take some time before any more railroads will be built.

No passports are required here.

There are no especial laws for American trade, commerce, or shipping.

It is generally believed that business will revive, and better times are expected in this State.

R. P. MCDANIEL, *Consul*.

BAHIA, *October 10, 1897.*

PARÁ.

Referring to Department circular dated August 10, 1897, I have the following to report:

I regret to say that I find it impossible to get statistics as to the volume and value of importations at this port. The custom-house officials seemed quite willing to aid me, but being four years behind in the publication of their statistics, were unable to do so. I will, therefore, give such information bearing on the trade of this part of Brazil as appears of value.

That the trade has greatly increased here in the last two years is amply proven by the fact that the custom-house has been doubled in size to meet the requirements. As transportation is the first necessity after capital in commerce, I will state that there are 90 steamers employed in the river traffic, representing a tonnage of 24,461, and 6 tugs employed in the harbor at this port.

The inclosed table will show the movement at this port for the year 1896.

There are 7 banks, 4 native and 3 British, classified as follows:

Name of bank.	Capital.	Reserve fund.
	<i>Milreis.</i>	<i>Milreis.</i>
Banco do Pará	5,000,000 = \$750,000	500,000 = \$75,000
Banco Commercial do Pará	4,000,000 = 800,000	650,000 = 97,500
Banco de Belem do Pará	2,000,000 = 300,000	40,000 = 6,000
Banco Norte do Brasil	1,000,000 = 150,000	.....

Branches of the following London banks are here: London and River Plate Bank, Limited; London and Brazilian Bank, Limited, and British Bank of South America, Limited.

Dry goods.—On account of the very low rate of exchange, which has had the effect of augmenting the cost of all importations, the domestic manufactures at Rio de Janeiro, Maranhão, and other places have been able to secure a large part of this trade, which has naturally lessened the demand for United States cotton goods.

Hardware.—Knives, nails, cutlery, and firearms are furnished largely by United States manufacturers. American goods that have been tried have steadily grown in favor, and have successfully competed with English and German articles. German hardware is successful solely on account of its cheapness, as the quality is inferior to both the American and English articles. In this consular district, there is no demand for agricultural implements, as natural productions afford ample means for the people's support, so they do not turn their attention to agricultural pursuits.

Machinery.—The principal imported is wood-working machinery, and although much needed, little of it comes here. United States sewing machines have a monopoly in this market, and are extensively sold.

Flour, kerosene, and lumber for rubber boxes come exclusively from the United States, as does the greater portion of the bacon and lard.

The United States has an advantage in freight rates over Europe, on account of the difference in distance, of nearly 20 per cent. Increased transportation facilities are much needed, as complaints are frequent that freight has been left on the docks on account of the incapacity of steamers to transport same.

Boots and shoes of American manufacture have found but little favor, and there is little or no demand, on account of our traveling salesmen carrying samples of only the cheaper grades, which have not given satisfaction. It is claimed by the shoe merchants here that the United States shoe is inferior to the English, Austrian, and French, both in style and durability. I am certain that if some of our large manufacturers would cultivate this market persistently, they would succeed in establishing trade relations that would repay them for all expense and trouble incurred.

Drugs, chemicals, and medicines, excepting those purely American, are supplied by Europe.

Men's furnishing goods and articles in that line are imported from Europe, as there they can be purchased for less money; and since they pay the same duty we can not hope to compete.

In fact, in all things Americans can enter this market only by competing with European manufacturers in style, quality, and price. It has been frequently pointed out that Europe secures more trade not only on account of her cheaper prices, but also because foreign firms keep samples of their goods in the hands of energetic resident agents.

Furniture.—Only the ordinary grades come to this market from the United States, the duty being too high on the better grades to enable competition.

In conclusion, I will say that a conditional tax on Brazilian products entering our ports, and especially on coffee, might have a most salutary effect in enabling our country to secure reciprocal trade. Brazil will hardly pay for favors that are freely given her for nothing, so long as she can sell to our people 60 per cent of her products and find absolutely free entry into our ports.

GEO. G. MATTHEWS, Jr., *Consul.*

PARÁ, September 9, 1897.

Vessels entering Para during the year 1896.

Nationality.	With cargo.				In ballast.				Total.			
	Steam.	Sailing.	Tonnage.	Crew.	Steam.	Sailing.	Tonnage.	Crew.	Steam.	Sailing.	Tonnage.	Crew.
Brazil	185	4	208,347	7,340	14	1	4,797	366	199	5	213,144	7,706
Great Britain.....	218	9	251,207	7,712	1	...	641	40	219	9	251,848	7,752
Norway	21	56	38,456	1,190	...	1	197	8	21	57	36,653	1,198
France	1	11	5,286	158	...	...	...	...	1	11	5,286	158
America .....	...	1	560	8	...	...	...	...	...	1	560	8
Russia .....	...	4	1,430	44	...	...	...	...	...	4	1,430	44
Sweden .....	...	7	2,521	76	...	...	...	...	...	7	2,521	76
Holland .....	...	1	567	8	...	...	...	...	...	1	567	8
Germany	1	7	1,674	179	...	...	...	...	1	7	1,674	179
Denmark .....	...	5	1,397	56	...	...	...	...	...	5	1,397	56
Portugal.....	12	13	15,448	497	...	...	...	...	12	13	15,448	497
Peru.....	4	...	4,824	100	1	...	1,700	38	5	...	6,524	138
Spain.....	...	1	560	9	...	...	...	...	...	1	560	9
Austria.....	...	2	1,083	24	...	...	...	...	...	2	1,083	24
Total	442	121	531,360	17,401	16	2	7,335	452	458	123	538,695	17,853

RECAPITULATION.

Comparative statement for five years, 1892-1896.

Year.	Steam.	Sailing.	Tonnage.	Crew.
1896.....	458	123	538,095	17,852
1895.....	390	105	485,304	18,413
1894.....	303	140	553,672	19,195
1893.....	272	137	406,089	12,983
1892.....	301	132	460,692	14,965

STEAMSHIP COMMUNICATION WITH THE UNITED STATES.

Consul Matthews, of Para, sends an undated communication (acknowledged by the Department December 29, 1897), as follows:

Having had inquiries as to the advisability of establishing an American steamship line from New York, via Central America, to Brazilian ports, Buenos Ayres, etc., I beg to submit the following:

An American line would pay if run on the same basis as the English companies now doing business with Para and Manaus; but steamers returning via Central America could not secure the rubber, as the loss from drying would be too great. Shippers would naturally patronize ships going direct to New York. Ships for this trade should be of about 1,500 tons, and have accommodations for 20 first-class and 10 third-class passengers, and should not consume more than 20 tons of coal a day.

Doubtless, a line of steamers from New York to Iquitos will be necessary if we wish to enter that market upon an equal footing with Europe. Before the establishment of the Booth Line of steamers, the freight rate from Europe to Iquitos was, more or less, 120 shillings (\$29) per ton, three-fourths of which was paid to the Amazon River steamers, upon which the cargo was reshipped. Under the new conditions of direct communication, Europe will gradually get the whole of that trade unless we, too, establish a line of steamers direct to that port.

The Italian line now employed between Europe, and Para and Manaos, and subsidized by the States of Para and Amazonas, and the Italian Government, has succeeded in reducing passenger rates one-half from Para and Manaos to Lisbon. It is claimed that this line, too, will in the near future run steamers to Iquitos, which will doubtless cheapen still more the freight between Europe and that port. Three steamers of 1,000 tons would give the United States a monthly line between that port and New York. The steamers for this trade should not draw over 15 feet.

That Europe is already getting an advantage from its direct communication is well exemplified by the fact that a German house, while doing business on United States capital and importing 85,000 packages per month, boasts that it imports almost exclusively from Germany. This company has four steamers fitted up to trade upon the river above Iquitos.

THE STATE OF SAO PAULO.

GEOGRAPHY, POPULATION, PRODUCTS, ETC.

The State of Sao Paulo, situated in the southern section of the vast Republic of Brazil—the Tropic of Capricorn passing through its capital and metropolis—bids fair to become the most fruitful and prosperous State in Brazil. It is the greatest coffee district of the world, and although its supremacy in this respect will be more and more disputed through the extension of coffee planting now in progress in many other countries, it will always be a factor of importance in this staple crop. It has yet to demonstrate its agricultural possibilities, and what mineral resources it may possess have not so far been developed, while manufacturing industries are still in their infancy.

Sao Paulo has a coast line on the Atlantic of 600 kilometers (373 miles), but is not favored with commodious harbors, that of Santos, which is situated several miles up the Santos River, and which consists of artificial docks, being the only one of importance. The size of the State is about equal to that of New York, Illinois, Ohio, Pennsylvania, Minnesota, Maine and Delaware joined.

YELLOW FEVER.

The climate of this subtropical region should not, I think, be considered insalubrious, taking it throughout its entire extent. Hitherto, its reputation has suffered from the frightful ravages made by yellow fever and other fatal maladies in the hot and humid lowlands bordering on the ocean, regions quite distinct from the high table-lands reached by ascending the coast-range hills that rise a few miles from the sea. Yellow fever has, however, appeared with more or less virulence in many interior towns this year, while it has not prevailed as an epidemic in this city (Santos). The death rate is large in the city of Sao

Paulo and larger still in Santos, though the improvements being made in sanitation, forced upon the authorities by the terrible experiences of the past, will doubtless be reflected in future statistics.

Three things perturb the mind of the Santos man, and in season and out of season are constant topics of conversation—the price of coffee, the rate of exchange, and yellow fever. Yellow fever has appeared this last year in places which hitherto have not been afflicted with the frightful scourge, following the lines of communication into the interior and spreading terror and desolation in its path. The fact that its ancient habitat on the coast does not alone suffer from its ravages, but that it threatens to spread to all the confines of the country, seems to have stirred up the lawmakers at Rio de Janeiro, and various proposals have been brought forward in the legislature looking to the eradication of the pest, grants of public money to the extent of 200 contos (\$30,000) being suggested as an incentive to the discovery of the yellow fever microbe to the satisfaction of the medical faculties of Rio de Janeiro, the Koch Institute of Berlin, and the Pasteur Institute of Paris. The bill provides an equal sum for a special institute for the study of microbes and the preparation of the serum for the cure of yellow fever. Much attention was aroused during the year by the labors of Professor Sanarelli at Montevideo, Uruguay, and at the exposition of his putative discovery of the yellow-fever bacillus at the Theater Solis two months ago many physicians from Brazil were present, as well as a large representation of the medical faculties of Buenos Ayres and other cities. The checking of the spread of yellow fever is a matter of state concern, and the economic interests of Brazil will have the liveliest cause for gratulation if the results of these bacteriological studies should be crowned with success. By it the heavens have been hung with black and day changed to night. The language of the British consul-general at Rio de Janeiro, in his report for the year 1895, is not extravagant:

* * * "From the foregoing it will be gathered that the annual appearance of yellow fever occurred with customary regularity. A most noteworthy feature of this year's outbreak was that it invaded places, some at a considerable altitude, where it had never yet appeared, and in these districts its effects have been exceptionally fatal. There is no longer any doubt that this dire malady is spreading to an alarming extent in the country and taking root in places where the unsanitary conditions favor its reception. The neglect of hygienic measures and ordinary sanitary precautions are fast producing appalling results, yet the supineness of the natives is seemingly not affected by the terrible scourge which is gradually turning one of the fairest portions of God's handiwork into a hotbed of zymotic diseases.

DEATHS.

Out of the total number of deaths in the city of Sao Paulo, 6,306, the number and proportion charged to the principal diseases were as follows:

Diseases.	Number of deaths.	Percentage.
Tuberculosis.....	434	6.88
Malarial fevers.....	283	4.48
Typhoid fever.....	187	2.96
Yellow fever.....	98	1.55
Measles.....	71	1.12
Dysentery diarrheas.....	34	1.01
Cholera and infections.....	23	.....
Smallpox.....	21	.....
Septicæmia.....	20	.....
Diphtheria.....	17	.....
Scarlatina.....	16	.....
Whooping cough.....	16	.....
Erysipelas.....	8	.....
Beri-beri.....	4	.....
Morphine habit.....	1	.....

It appears, therefore, that tuberculosis was the leading destructive agent, and that even malarial and typhoid fevers claimed more victims than yellow fever. The cases of yellow fever were probably carried from Santos.

Estimating the population of Sao Paulo at 206,000, the death rate per 1,000 was 31.53, compared with several large capitals thus: Madrid, 36.4; Calcutta, 35.5; Liverpool, 28.8; New York, 23.3; Buenos Aires, 22.5; London, 19.8; Berlin, 19.4.

In Santos, the number of deaths in 1896 reached 1,780, and there is to be recorded the fateful fact that deaths exceeded births by 605. The causes were: Yellow fever, 435; tuberculosis, 161; malarial fever, 143; measles, 18; smallpox, 11; dysentery, 10; typhoid fever, 8; septicemia, 7; erysipelas, 6; beri-beri, 3; diphtheria, 2; scarletina, 1; whooping cough, 1.

SANITARY CONDITION OF SANTOS.

The sanitary condition of Santos was better than during the previous year, when deaths numbered 2,574, and deaths from yellow fever, 1,058, against 435 in 1896. The months of largest mortality were February, March, and April.

The visit to Santos of Dr. Fuentes, of Cornell University, in 1894, has produced good results, even if his recommendations have been imperfectly carried out. Greatly increased attention has been given to sanitary arrangements, and systematic and regularly directed effort made to keep the town clean and habitable. The building of the new docks which front the town has also been a powerful agent in the improvement of the public health. But Santos can scarcely ever become a wholesome place, situated as it is on land only half a dozen feet or less above sea level. This low, wet, soggy plain extends back to the foot of the sierra, distant about 15 miles, and stagnant pools of water are everywhere.

SEASONS.

There are two seasons here, as in all Brazil—summer and winter. In the latter the thermometer seldom descends below zero centigrade (32° F.), but in summer it mounts to 35° (95° F.); the mean temperature of the coast region being 23° (73° F.) and the high region 19° (69° F.).

PORT AND CITY OF SANTOS.

Santos, the only seaport of the state, whose importance is constantly growing and which ranks first in Brazil as a coffee-exporting point, is 1.1 meters (3.6 feet) above the level of the sea, and distant from the city of Sao Paulo 76 kilometers (47.2 miles). Santos is connected with this large and flourishing provincial capital by the Sao Paulo Railway, which, leaving the lowland marine belt at 19.1 (75.2 feet), reaches the altitude of 798.9 meters (2,622 feet) at the beginning of the tableland. The road enjoys an immense traffic, and transports merchandise for all parts of Sao Paulo and for some regions of Minas Geraes.

Santos has lately become, thanks to the efforts of the dock company, a good port, of sufficient capacity for a large fleet, well sheltered, and of depth to accommodate deep-draft vessels, which are given speedy dispatch. The health department, on application, disinfects vessels free of charge. Masters should take on here as little provisions and water and even ballast as possible during the months of the yellow-fever season—December to the end of April—and keep from shore at night. Some of the steamship companies whose ships regularly ply here have their own sanitariums on the high ground between here and

Sao Paulo; one company having bought an island and fitted it up for this purpose at the entrance of the harbor.

The city is lighted, and water supply furnished by an English company, the Santos City Improvement Company. The daily water supply in 1896 was 5,600,000 liters.*

In 1896, 349 steamers and 196 sailing vessels discharged alongside the new docks 423,320 tons of merchandise of foreign origin and 25,041 tons of coastwise (Brazilian). There were loaded during the same time for foreign countries 145,223 and for Brazilian coast cities 20,000 tons. There were received in the warehouses belonging to the dock company 7,071,203 packages, of which, on December 31, 1896, all had been dispatched save 323,881.

Santos is badly paved, and although the suburb of the Barra has a rich tropical beauty, and Guayraja is not an unattractive resort, having a modern hotel, an electric-light plant, and forty or fifty cottages, yet Santos as a city, like so many South American commercial centers, bears no relation to its importance as a port.

The gas company lights both Santos and Sao Paulo. In the latter city there are 295 streets lighted by 2,432 lamps, at an expense of 627 contos.* A valuation of the company's plant and properties was recently made, with a view to its sale to the State, at £341,377 (\$1,607,252). A few public buildings are lighted by electricity, 1,560 lamps of 16-candle-power and 600 incandescent lamps being employed. Five cities in the interior have electric-light plants—Rio Clara, Piracicaba, Casa Branca, S. Carlos de Pinhal, and Sacarehy. The water supply of Sao Paulo under the direction of the State authorities, instead of a private company, as at Santos, averaged 32,000,000 liters a day in 1896. The cost of the work to complete the water and drainage system is estimated at 7,000 contos (\$1,050,000). The charge for water is 530 reis (7 cents) per cubic meter (35.316 cubic feet); dividend of company, 10 per cent.

There are telephone companies in both cities, but, strange to say, this instrument is very little used. In the matter of tramways, locally denominated "bonds," both cities are well supplied, all lines being controlled by one company—the Viacão Paulista.

Sao Paulo section: Capital, 9,000 contos (\$1,350,000); passenger receipts, 1896, 2,323,687 milreis (\$338,553); carried 23,576,976 passengers; comprises 67 kilometers (41.6 miles) in traffic, single line; 10 kilometers (6.2 miles) double line; 8½ kilometers (5.2 miles) junctions, and 3½ kilometers (2.3 miles) old tracks. Rolling stock: Locomotives, 2; cars, 275; horses and mules, 4,040. Value of material, 6,150 contos (\$922,500); property, 2,100 contos (\$315,000); animals, 442 contos (\$66,300). The company paid 470 contos (\$70,500) for right of way over the viaduct.

Santos section: Capital, 1,600 contos (\$240,000); receipts, 1896, 943 contos (\$141,450); expenditures, 827 contos (\$124,050). Rolling stock,

* 1 liter=1.056 quart.

* The conto is 1,000 milreis or 1,000,000 reis. Consul Hill, in an exchange-rate table; farther on, gives the value of the paper milreis, which is the currency of actual circulation in Brazil, as follows, for the years 1893, 1894, 1895, 1896, and 1897: 23, 20, 19, 18, and 15 cents United States currency, respectively. And all reductions throughout this report have been made in the Bureau of Foreign Commerce on this basis.

The United States Treasury, in its table of foreign coin valuations, gives the milreis a fixed value of 54.6, the gold standard being nominally the standard of Brazil. Paper is, however, the actual currency in circulation, and that in which all commercial values are given. The depreciation of this paper currency is given in Consul Hill's table, viz: In 1889, the milreis was worth about 53 cents; in 1897, it was worth only 15 cents, and on August 10, 1897, the date of his report, it had fallen to 14½ cents United States gold.

6 locomotives, 168 cars; extension of line, 40 kilometers (24.8 miles). Value, material, 1,500 contos (\$225,000); property, 1,250 contos (\$187,200). The conto is 1,000,000 reis or 1,000 milreis, and at present rate of exchange amounts to about \$145 United States currency.

THE CITY OF SAO PAULO.

Sao Paulo, the capital of the State, is a city of some 200,000 souls, boasting several fine public buildings, many stately residences, and bearing, like Buenos Aires, the impress of Italian architects and builders on every hand. It is, in many respects, more Europeanized than any city on this coast, except the capital of the Argentine Republic, which has long since become one of the most cosmopolitan cities in the world. Life at Sao Paulo still smacks much of the village, but it is a center, commercially and politically, and influential, in the religious and educational life of Brazil. Its streets are thronged with southern Europeans, but the native Brazilian does not appear to be greatly in evidence, as in other Brazilian cities. The immense immigration constantly pouring in is working the transformation witnessed on the Argentine pampas, whose future citizens will be of Italian blood. It is estimated that there are 500,000 Italians in the State of Sao Paulo out of a population of 1,500,000, and they still come at the rate of 40,000 or 50,000 a year.

DIVERSIFIED AGRICULTURE.

The situation here is very like that in the Argentine Republic some years ago. San Paulo has staked all on coffee and in her effort has achieved preeminence, but she has put all her eggs in one basket and her development is one-sided and incomplete. Some thoughtful persons are devoting their attention to the cultivation of wheat (a vain experiment), potatoes, and the vine. At present, onions are imported from Portugal, potatoes from France, and hay (alfalfa) from the River Plate. As for wheat, however, I do not see much future in the province of Sao Paulo, its greater relative superiority in the production of cotton, rice, and the vine better fitting it for the cultivation of these products. The conditions of wheat production are much more fully met in the provinces lying to the south. There is abundant room in these wide-stretching territories for endless variety of production, and the necessity is not apparent for any one State of the nation devoting itself to things for which it has no natural adaptation.

The following communication has been received by me from Prof. Orvillo A. Derby, chief of the Commissao Geographica e Geologica of the State of Sao Paulo, concerning mines in this locality:

So far as I know, the only mine worked of late years in the district was the iron mine of Ipanema, which suspended operations at the beginning of this year. I believe that there may be a little scratching for gold in the Apiahez region, but if so, the product is insignificant. The diamond washings of the Bagagem district may perhaps be included in your district, but if so, I do know how you can get definite information regarding the same.

SHIPPING AT SANTOS.

Santos is connected with the principal ports of Europe and the United States by seventeen steamship lines. Of these four—the Prince, Lamport & Nealt, Norton, and Sloman's lines—ply between here and ports in the United States. All these lines are prosperous, adding constantly to their fleets and substituting at intervals new for old ships.

The history of American lines is a rather disheartening story, but I

should say that the time is eminently propitious for the establishment of a line under our flag. I think that with careful management, avoiding the mistakes of the past, such a line would make its way. It would be necessary to conduct it much more economically than in the case of the previous American lines to Brazil. The reasons why an American line is desirable are manifold. The aid given to commerce by such a line is shown by the influence of the Red D line to Venezuela.

The following tables exhibit the state of navigation at this port:

Number of steamships calling at Santos.

Steamship company.	1893.	1894.	1895.	1896.	Total.
Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft.....	61	63	63	67	254
Norddeutscher Lloyd, Bremen.....	16	14	15	27	72
A. C. de Freitas Line.....	6	13	7	8	34
Royal Mail Steam Packet Co.....	12	5	13	15	45
Imperial Austrian Line.....	4	8	11	8	31
Royal Hungarian Line.....	3	9	8	9	29
Messageries Maritimes.....	6	14	10	12	42
Transports Généraux, Marseille.....	24	37	41	44	146
Navigazione Generale Italiana.....			21	25	46
La Veloce.....	25	3	2	27	57
Navigazione Italo-Braziliana.....				11	11
La Liguria Braziliana.....	9	12	48	37	106
Chargeurs Réunis.....	20	30	43	40	133
Sloman's Line.....	7	11	13	18	49
Norton Line.....	1	3	5	11	20
Prince Line.....		19	39	28	86
Lampert & Holt Line.....	49	84	83	66	282
Total.....	243	325	422	453	1,443

Coffee shipped from Santos to Europe.

Steamship company.	1893.	1894.	1895.	1896.	Total.
Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft.....	<i>Bags.</i> 783, 211	<i>Bags.</i> 727, 139	<i>Bags.</i> 1, 182, 772	<i>Bags.</i> 1, 306, 141	<i>Bags.</i> 3, 979, 263
Norddeutscher Lloyd, Bremen.....	142, 763	135, 371	153, 261	281, 614	693, 009
A. C. de Freitas Line.....	79, 284	167, 902	59, 120	163, 984	470, 299
Royal Mail Steam Packet Co.....	32, 887	8, 181	131, 315	90, 925	263, 268
Imperial Austrian Line.....	76, 080	119, 471	212, 075	200, 713	608, 339
Royal Hungarian Line.....	36, 167	159, 658	161, 127	175, 919	532, 871
Messageries Maritimes.....					()
Transports Généraux, Marseille.....					()
Navigazione Generale Italiana.....					
La Veloce.....	45, 759	2, 677	28, 860	80, 453	157, 758
Navigazione Italo-Braziliana.....					
La Liguria Braziliana.....					
Chargeurs Réunis.....	381, 313	370, 726	535, 521	322, 664	1, 610, 224
Total to Europe.....	1, 557, 464	1, 691, 075	2, 464, 009	2, 602, 413	8, 315, 021

Coffee shipped from Santos to the United States.

Steamship company.	1893.	1894.	1895.	1896.	Total.
Chargeurs Réunis (French).....	<i>Bags.</i> 2, 001	<i>Bags.</i> 5, 511	<i>Bags.</i> 35, 243	<i>Bags.</i> 20, 434	<i>Bags.</i> 63, 189
Sloman's Line (German).....	120, 916	58, 572	97, 507	101, 916	378, 911
Morton Line (English).....	6, 901	20, 568	16, 207	16, 243	59, 919
Prince Line (English).....		74, 178	231, 598	233, 160	538, 936
Lampert & Holt Line (English).....	654, 419	813, 711	733, 036	798, 182	2, 999, 348
Total to the United States.....	784, 237	972, 540	1, 113, 591	1, 169, 985	4, 040, 303
Total to Europe.....	1, 557, 464	1, 691, 075	2, 464, 069	2, 602, 413	8, 315, 021
Grand total.....	2, 341, 701	2, 663, 615	3, 578, 660	3, 772, 348	12, 355, 324

Statement showing the navigation at the port of Santos in 1896.

Flag.	Entered.						Cleared.					
	Steam.			Sailing.			Steam.			Sailing.		
	No.	Crew.	Tonnage.	No.	Crew.	Tonnage.	No.	Crew.	Tonnage.	No.	Crew.	Tonnage.
American				15	173	11,788				13	153	9,278
Argentinian	3	77	3,473	1	12	660	3	77	3,473	1	12	669
Austrian	18	684	28,747	3	19	2,539	17	641	27,124	3	19	2,539
Belgian	2	70	3,119				2	70	3,119			
Brazilian	332	10,037	146,368	116	718	9,997	330	9,976	145,400	113	700	9,753
Danish	6	147	6,521	10	114	7,082	6	147	6,521	10	114	7,082
English	186	5,535	232,555	58	901	50,777	184	5,480	230,783	58	901	50,777
French	113	6,528	198,544	3	86	1,412	112	6,478	196,491	2	22	724
German	170	6,344	250,904	31	513	30,575	167	6,223	244,895	29	485	28,828
Grecian				1	10	380				1	10	380
Hungarian	2	50	2,593				2	59	2,593			
Italian	103	6,716	176,272	6	77	3,650	103	6,716	176,272	6	77	3,650
Norwegian and Swedish	6	102	3,684	43	413	23,199	6	102	3,684	42	403	22,549
Portuguese	4	112	4,820	6	73	2,956	4	112	4,820	6	73	2,956
Russian				4	69	3,340				4	69	3,349
Spanish				5	56	2,192				5	56	2,192
Uruguayan	4	92	1,016				4	92	1,016			
Total	949	36,503	1,059,616	302	3,184	150,535	940	36,173	1,046,200	293	3,094	144,692

Of the 18 entrances and 17 clearances of American vessels during the year 1896, 9 came from New York with general cargo, 4 from Southern ports with lumber, 4 from Rosario, Argentine Republic, with hay, and 1 from Baltimore with general cargo. All, except 1, which took a cargo of coffee to Baltimore, cleared in ballast, most of them going to Barbados seeking cargoes.

No United States steamer, except the U. S. S. *Detroit*, has entered this port since 1893, the date of the final collapse of the United States and Brazil Steamship Company.

FREIGHT RATES FROM SANTOS.

Freight rates to foreign ports were as follows in 1896:

Destination.	January to September.	October to December.	Weight.
Hamburg	25 shillings and 5 per cent.	30 shillings and 5 per cent.	Per 1,000 kilos. ¹
Rotterdam	do	do	Do.
Antwerp	do	do	Do.
Havre	25 francs and 10 per cent.	30 francs and 10 per cent.	Per 900 kilos. ²
Bordeaux	30 francs and 10 per cent.	do	Do.
Marseilles	do	40 francs and 10 per cent.	Per 1,000 kilos. ¹
Genoa	do	do	Do.
Trieste	30 francs and 5 per cent.	do	Do.
New York	20 cents and 5 per cent.	40 cents and 5 per cent.	Bags of 60 kilos (132 pounds).

¹ Tons of 2,204.6 pounds.

² Tons of 2,000 pounds.

SANTOS CABLE COMMUNICATIONS.

Cable communication is maintained by four lines: (1) Western and Brazilian Telegraphic Company, Limited; (2) South American Company, to Dakar, via the island of Fernando de Noronha; (3) Central and South American Cable Company, via Buenos Ayres, Valparaiso, and Galveston; (4) French line, from Visau to Cayenne, Martinique, etc., to the United States.

BANKING.

Principal banks in the State of Sao Paulo and their standing on December 31, 1896.

No.	Name of bank.	Unit.	Capital.	Capital realized.	Reserve fund.	Cash on hand.	Number of shares	Last year's dividends
1	London and Brazilian Bank, Limited.	Pounds sterling.	1,500,000	750,000	600,000	(¹)	75,000	<i>P. ct.</i> 10
2	The British Bank of South America.	do	1,000,000	500,000	350,000	(¹)	50,000	8
3	Brazilianische Bank für Deutschland.	Marks	10,000,000	10,000,000	400,000	(²)	10,000	12
4	Banque Française du Brésil.	Francs	10,000,000	2,500,000	.....	(²)	20,000	.....
5	Banco do Comercio e Industria.	Milreis	10,000,000	6,000,000	6,000,000	14,400,000	50,000	25
6	Banco de Sao Paulo.	do	10,000,000	5,000,000	865,000	2,609,000	50,000	7½
7	Banco S. Carlos do Pinhal.	do	5,000,000	2,046,480	163,500	740,000	.....	20
8	Banco Mercantil	do	5,000,000	5,000,000	800,000	2,000,000	25,000	8
9	Banco de Santos	do	2,000,000	1,960,000	116,000	167,000	10,000	5
10	Banco União de Sao Paulo.	do	10,000,000	21,532,000	540,000	700,000	200,000	.....
11	Banco Real Credito	do	7,500,000	5,167,000	962,000	786,000	50,000	10
12	Banco dos Lavradores	do	5,000,000	.....	600,000	420,000	.....	10
13	Banco Constructores Agricola.	do	.....	5,981,000	300,000	202,000	22,000	5

¹Head offices in London.

²Head offices in Hamburg.

³Head offices in Paris.

No. 5.—This bank is the most important of all Sao Paulo banks. It discounted in 1896 2,464 drafts of 128,571,000 milreis (\$18,642,791); bought exchange for £3,576,690 (\$17,406,983), and realized 200,000 milreis (\$29,000) profit.

No. 6.—This bank bought exchange for £121,000 (\$588,846).

No. 11.—The special object of this bank is to assist farmers and improve agriculture. The State government lent this institution 5,000,000 milreis (\$725,000). The bank lent to planters, under 152 contracts, the sum of 13,800,000 milreis (\$1,901,000).

There are other smaller banks, Banco Araraquara, Banco do Jahu, etc., from which no reports have been received.

It will be seen from rates of dividends that banking here is profitable. Besides the dividends declared, large sums were, in some cases, carried to reserve account, or written up for depreciation in properties and loss by exchange in making transfer of profits to European stockholders.

RATES OF EXCHANGE.

The par value of the milreis was 67½ pence (\$1.35) up to 1833, when it was reduced to 43½ pence (87 cents), which was the par value up to 1846, when it suffered another reduction to 24 pence (48 cents), which has been the par value since. Since the year 1889, when exchange stood slightly above par, there has been a steady depreciation until to-day, as I write, with exchange at about 7½, the paper milreis is worth only about 15 cents, United States gold. The following, from an article in the *Jornal do Comercio*, exhibits the state of exchange since 1889:

Year.	Mean rate of exchange	Value pound sterling.	Depreciation of paper money.
	<i>Pence.</i>	<i>Milreis.</i>	<i>Per cent.</i>
1889	28½	8.951	10.60
1890	22½	10.608	16.20
1891	16½	14.684	39.46
1892	11½	20.105	55.78
1893	11½	20.757	57.17
1894	10½	23.777	62.61
1895	9½	24.227	63.31
1896	9½	26.574	66.55
1897 (6 months)	7½	32.000	72.22

¹Premium.

In other words the pound sterling was worth, at the average rate of exchange on London prevailing in 1889, 8.951 milreis, while to-day its value is 32 milreis; the paper milreis, which is the unit of the present inconvertible paper currency of Brazil, being at a depreciation of 72.22 per cent instead of a premium of 0.69 per cent, as in the year 1889.

So much for Brazilian exchange, a most perplexing matter, since exchange here means two very different things which are united in the same quotation. Real or international exchange (corresponding to the variations of international payments, and which is regulated for or against a country according to the presence or absence of drafts in the market), and nominal exchange, which depends upon the ratio of supply and demand of the circulating medium. In Argentina, exchange is simpler, since the two elements are separated. The par value of the Argentinian peso or dollar is 47½ pence (96.55 cents), depending, of course, on the quantity of gold it contains as compared with the 122+ grains of the English sovereign, and international exchange varies between 48.668 pence (98.698 cents), and 46.582 pence (94.468 cents), respective points at which bullion can profitably be shipped; while nominal exchange or the premium on gold has been over 300 per cent and is now about 190 per cent. I have no idea of attempting to traverse this labyrinthian maze of which nobody here seems to have the clue, though everybody (finance minister, fazendero, commisario, foreign exporter and foreign investor) is vitally interested in its fluctuations. It may be said these oscillations measure, as by barometric registration, the intensity of the crisis in which the labor, industry, commerce, and finance of Brazil find themselves involved.

SANTOS CUSTOMS RECEIPTS.

The Santos custom-house ranks second in receipts, viz: (1) Rio de Janeiro, (2) Santos, (3) Recife. The increase in 1896, as compared with the receipts of 1894, was 14 per cent.

The receipts for recent years were as follows:

Year.	Receipts.	Equivalent in United States currency.
	<i>Milreis.</i>	
1893.....	26,955,000	\$5,930,100
1894.....	28,485,000	5,297,000
1895.....	41,152,000	7,818,880
1896.....	45,752,000	8,202,960
1897 (first 6 months).....	19,324,002	2,896,000

The details of customs receipts for the first six months of 1897 were as follows:

Receipts from—	Amounts.	
	<i>Milreis.</i>	
Importation.....	18,355,923	\$2,753,389
Port dues, etc.....	33,906	5,095
Tax on national products (tobacco, beer, etc.).....	22,639	3,396
Duties for interior.....	332,873	49,930
Extraordinary.....	126,755	19,013
Deposits.....	451,846	67,777
Total.....	19,324,002	2,896,000

IMPORTS AND SHIPPING.

The official value of the importation (Report of the Minister of Finance), in 1896 was 110,975,684 milreis (\$19,975,623). Machinery and materials dispatched free of duty were estimated at 18,079,044 milreis (\$3,754,228).

The movement in the port, in 1896, exceeded that of the previous year, 772 vessels entering from foreign countries, of which 588 were steam and 184 sail; coastwise, entrances numbered 440 vessels, 314 being steam and 126 sail, 404 of these being national and 36 under foreign flags. By a decree of July 2 last year, which went into operation December 6, 1896, the coastwise trade was restricted to Brazilian registered vessels.

IMMIGRATION.

The following statement shows the number and nationality of immigrants entering at Santos during the year 1896, and total number entered from 1827 to 1895:

Nationality.	1896.	1827-1895.	Nationality.	1896.	1827-1895.
Italian	40,412	443,697	American		964
Portuguese	2,630	72,043	Canadian	471	
Spanish	11,760	62,166	Turkish		321
German	18	13,964	Greek		1
French	6	3,142			
English		1,305	Total	58,580	625,301
Austrian	3,191	9,968			

The following figures show the fluctuations of immigration for a series of years: Arrivals in 1827, 226; 1847, 465; 1867, 789; 1887, 32,112; 1891, 108,736; 1893, 75,000; 1896, 58,000. Total for the year 1827 to and including 1895, as above given, 625,301.

The Government agreed to pay for transportation of each immigrant to the port of Santos the following amounts:

From—	Adults.	7 to 12 years.	3 to 7 years.
Italy	\$23.36	\$11.68	\$5.84
Other European countries	26.75	13.38	6.47
Canada	43.80	21.90	10.95

It will be seen that nearly the entire immigration is Italian, Spanish, and Portuguese, the only other considerable source being Austria.

FOREIGN COLONISTS.

This office is constantly besought by letters from people in every part of the United States for information as to soil, climate, etc., writers having in view expatriation to Brazil as a means of bettering their condition in life. It may be said here, once for all, that Brazil is in every way unsuited for North Americans. The disastrous ending of the attempt to introduce Canadian immigration here, described by Vice-Consul Haugwitz in a recent report* could have been easily foreseen. The European peasant finds Brazil a land of promise, and is quite content to undergo the privations and isolation of fazenda life, nurtured on black beans and farina, his children growing up about him without

advantages of education, and with the most limited horizon. This class of immigration, Portuguese and Italian, has filled the vacuum caused by the disappearance—almost absolute—of negro labor since 1889 (a most rare and curious phenomenon deserving of study), and forms an indispensable part of the social structure. They are of the same race, religion, and habits as the Brazilian, and are easily assimilated. I should not advise American young men to come to Brazil, although if they have contracts signed and sealed with responsible firms, they might do well to make the venture. Nothing could be more reckless, however, than to come here as fortune seekers with no special object in view and no certain employment ahead.

The Americans resident in this State consist of a colony of Southerners who left the United States at the close of the war and who are engaged in coffee planting, a considerable number of dentists at Sao Paulo, and some agents of American coffee houses that do business at Santos. It is in no sense a colony, lacking size and homogeneity. Some of the dentists have done well, but I think that the field is now very fully occupied.

The very great aid that an established colony of foreigners lends to their mother countries in extending their foreign trade, a thing that has been remarked and commented on in a recent report by Minister Thompson, has been noted by the writer at every place in which he has served during ten years in South America. These aggregations are patriotic to a degree, and although their native lands may have been stern parents, they elevate this feeling of loyalty to a cult. English and German colonies, especially, are trade missionaries for their respective countries, and through the ramifications of business and by reason of their social relations, are a factor to be reckoned with in our efforts to extend commercial relations with these countries. Individually and collectively, they are opposed to any and all measures that look to active competition from the United States in these markets.

The following statistics cover the founding and progress of the several foreign colonies established in the State of Sao Paulo:

Colonies.	Nationality predominating.	Founded in—	Number of founders.	Number of colonists in—		Value of productions in 1895.	Value of property in 1895.
				1892.	1895.		
San Bernardo	Italian	1877	45	2,210	2,519	\$134,140	\$77,900
Parigneira	Brazilian	1887	.....	1,071	1,761	90,080	18,430
Salama	do	1889	4	1,200	1,395	87,780	22,610
Plagutry	Italian	1892	.....	.....	588	25,460	14,060
Bom Sucesso	Brazilian	1894	72	.....	120	3,260	1,330

A commission of Swiss agriculturists visited Sao Paulo early this year and inspected lands about Funil, near Campinas, which they have bought for a Swiss colony. Funil is to be connected with Campinas by a steam tramway, and the old fazenda, which will be the locus of the colony, is to be divided up into small farms for the cultivation of breadstuffs.

RAILWAYS OF SAO PAULO.

SAO PAULO RAILWAY.

The Sao Paulo Railway is the pioneer line in this State, and was authorized by a decree dated April 23, 1856. The line from Santos to Jundiahy, the main artery in the railway system, was inaugurated in 1868. The method employed in climbing the Sierra of Santos, a height of 793 meters (2,602 feet), makes this one of the most curious railways

in the world. The problem encountered is similar to that on the railway between La Guayra and Caracas, but is met in an entirely different way. The rise is divided into four uniform planes of 2 kilometers (1.24 miles) each. For traction, a system in use in some English coal mines is employed. Fixed engines of large power wind and unwind an immense cable made of steel wire. The trains are drawn by the two ends of this cable, one train ascending as the other descends. The needle of the odometer indicates with mathematical exactness the point in the plane where each train is, and the moment of meeting of the two. A brake stops the train almost instantly, and an electrical device places the trains in contact with the fixed engines. The cable, kept cool by a stream of water, runs over cylinders on pulleys.

The distance from Santos to Sao Paulo is 76 kilometers (47.2 miles), the fast express going over the road in two hours and a fraction. In its history it has not been compelled to record an accident.

The road was built with government guaranty of 5 per cent and provincial of 2 per cent, but has long since ceased to rely upon this, as it pays very large dividends, the entire traffic from Santos to Sao Paulo passing over its lines.

By a decree of April 2, 1895, the renewal of the contract with the government was authorized, according to terms of which the company was compelled to build within four years from date a second line paralleling the former, mounting the Sierra by any method of traction it should see fit. This line, which increases the capital from £3,000,000 to £5,900,000 (\$14,599,500 to \$28,712,350), is now in process of construction and must be completed by July 17, 1900.

The annexed statement is furnished by officials of the railway for the year 1896, giving the amount and character of freight for ten years and receipts and expenditures for same period, thus completing the history of the railway.

Sao Paulo Railway statement, 1896.

Capital	£3, 000, 000 = \$14, 599, 500	
Extension of line kilometers..	139 = 86. 37 miles.	
Rolling stock:		
Locomotives	63	
Carriages	88	
Wagons, etc	2, 011	
Number of trains	22, 447	
Receipts	20, 093, 013 =	\$3, 616, 742
Expenditures	9, 973, 513 =	1, 795, 232
Coffee carried	256, 474	
General goods	1, 017, 898	
Export	461, 563	
Import	812, 809	
Passengers carried	1, 156, 132	
Receipts:		
From passengers	2, 583, 744 =	465, 074
From parcels, etc	640, 917 =	115, 365
From telegrams	77, 892 =	14, 020
From goods	16, 322, 360 =	2, 938, 025
From live stock	11, 261 =	2, 027
From miscellaneous	456, 838 =	82, 231
Total	20, 093, 012 =	3, 616, 742
Receipts for coffee (approximate)	6, 668, 324 =	1, 200, 298
Receipts for other merchandise (approximate)	9, 654, 036 =	1, 737, 727

There were no accidents on this line during the year.

Capital is increased by the new line to the amount of £5,900,000 (\$28,712,350).

The new line will be completed July 17, 1900, according to contract.

Receipts and expenditures, 1886-87 to 1895-96.

Year.	Gross receipts.		Working expenses.		Net receipts.		Percentage of working expenses in gross receipts.
	<i>Milreis.</i>		<i>Milreis.</i>		<i>Milreis.</i>		
1886-87	7,853,562	\$4,288,045	2,167,378	\$1,183,389	5,686,184	\$3,104,656	27.50
1887-88	5,534,162	3,021,653	1,936,483	1,067,320	3,597,679	1,964,333	34.99
1888-89 ¹	8,230,871	4,362,362	2,417,128	1,281,078	5,813,743	3,081,284	29.36
1889-90 ²	6,873,717	3,493,173	3,139,334	1,412,701	3,734,383	1,680,472	45.07
1890-91	8,411,543	2,991,694	4,234,374	1,658,000	4,177,169	1,336,694	50.34
1891-92	10,470,058	2,508,112	5,101,207	1,273,277	5,368,846	1,234,835	48.72
1892-93	11,391,801	2,620,114	7,121,372	1,637,915	4,270,429	962,199	62.34
1893-94 ³	9,870,615	1,974,123	5,850,378	1,174,436	4,020,237	804,067	59.15
1894-95	17,570,886	3,338,468	6,810,244	1,293,946	10,760,642	2,044,522	38.75
1895-96	17,775,836	3,199,650	8,821,479	1,587,868	8,954,357	1,611,784	49.62

¹ A general reduction of tariff equal to 10 per cent went into effect on June 1, 1888, and a similar reduction of 10 per cent on October 1, 1889.

² A reduction of tariff on coffee, sugar, and other products of the country, equal to 20 per cent, went into effect on January 1, 1890, and a similar reduction in fares and goods rates on April 1, 1890.

³ A general increase in passenger fares and goods rates, exclusive of salt and articles of food, equal to 50 per cent, went into effect on February 10, 1894.

Sao Paulo Railway freight list.

Year.	Coffee.	Cotton.	Salt.	Sugar.	General.	Coal.	Tiles and brick.	Baggage.	Total.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1886-87	150,077	33	19,484	22,201	103,390	30,847	61,503	881	395,416
1887-88	66,857	44	17,778	14,175	124,945	32,120	96,125	1,907	351,851
1888-89	158,053	53	27,144	16,919	160,301	36,995	90,185	1,977	491,627
1889-90	110,821	218	25,092	27,067	199,113	50,290	121,650	1,134	534,389
1890-91	182,206	542	24,059	33,460	240,986	45,810	152,260	1,532	680,857
1891-92	224,489	250	21,613	38,200	289,596	65,529	228,013	1,973	869,683
1892-93	191,851	140	26,667	40,992	346,445	66,544	208,241	981	901,961
1893-94	99,913	306	28,675	40,268	311,879	90,384	185,752	317	757,519
1894-95	248,953	1,593	27,770	52,110	390,129	102,781	218,012	3,940	1,044,986
1895-96	179,890	1,346	36,449	32,235	484,452	117,320	282,619	6,035	1,146,946

2. OTHER RAILWAYS.

Companhia Paulista.—The next railway built after the Sao Paulo was the Companhia Paulista, inaugurated in 1872, connecting Jundiaby and Campinas and afterwards Campinas and Rio Claro and Cardeiras and Descalvado, thence going to the valley of the Mogy-Guassú. The sale of this Paulista line to an English syndicate for the sum of £6,000,000 (\$29,199,000), which is to include £2,750,000 (\$13,332,875), representing bonds of the Rio Claro-Sao Paulo line, may be realized.

The Companhia União Sorocabana and Ytuana.—This road has been built up from the Companhia Ytuana, which, formed in 1870, inaugurated its traffic between Jundiaby and Ytú, and in 1875 built a branch from Itaicy to Capivary and thence to the Piracicaba River. Later it extended its line to Sao Pedro, establishing navigation on the Piracicaba and Tieté rivers, acquiring the railway of the Engenho Central de Piracicaba and prolonging it to João Alfredo, and establishing another line between Porto-Martins and São Manoel do Paraíso. In 1871 the Sorocabana company was incorporated, and in 1875 it inaugurated a line between São Paulo and Ypanema, and January 1, 1883, reached the city of Tieté. It extends to-day to Botucato and São Manoel. In 1892 the Ytuana and Sorocabana were united under the present title.

Companhia Mogyana.—In 1872 the Companhia Mogyana was organized with privileges for the construction of a line between Campinas and Mogy-Mirim, with a branch to the city of Amparo, permission afterwards being granted to prolong the line from Mogy-Mirim to Casa

Branca, thence to Riberão Preto, the center of the best coffee-producing district in Brazil, and finally to Rio Grande. During the first ten years of its existence the Mogyana constructed and turned over to traffic 368 kilometers (228.67 miles) of rails. In 1873 the line to Amparo was opened, and in 1878 the line to Casa Branca. The branch to Itapira was completed in 1882, and that to Riberão Preto in the following year. Carrying out the decree of February 17, 1883, the branch to Caldas, and part of the prolongation between Riberão Preto and Batataes, was opened to the public. The ultimate aim of this railway is to build through to the distant city of Ouyabá, capital of the vast state of Matto Grosso, now reached only by the river Plate, the mouth of which is 1,200 miles from Rio, and thence, by traversing the Paraná and Paraguay rivers, a distance of 2,500 miles. In addition to opening up an immense empire, the political desirability of binding together the detached parts of the Republic makes this extension a work of national importance. Besides the branches enumerated, mention may be made of the lines from Mogy-Guassú to Espirito Santo do Pinhal, from Casa Branca to Canoas, and the spur from Riberão Preto to the great Dumont coffee estate (described by Vice-Consul Haugwitz in Consular Reports for March, 1897).

Companhia Sao Paulo and Rio de Janeiro.—This company was formed in 1872. Work was begun in 1873, and the line opened in 1877, thus connecting the two principal Brazilian cities of Rio and Sao Paulo.

Companhia Bragantina.—This line was opened in 1834, from the station Campo-Simepo (129 kilometers, 80 miles, of the English line), to the city of Braganza.

Rio Claro.—The next line in order was the Rio Claro, which was opened to traffic, from São João do Rio Claro to São Carlos, and afterwards to Araraquara, in 1882. To-day it forms a part of the Companhia Paulista, under the name of the Rio Claro section. This section of narrow-gauge road runs trains to Jaboticabal, passing through Araraquara, and has the following branches: Visconde do Rio Claro to Jaliú, Riberão Bonito Branch, and the Agua-Vermelha branch.

RAILWAY RÉSUMÉ.

The titles and extension of the other minor roads will be found in the appended résumé, giving statistics for all the railways in the State of Sao Paulo:

Companies.	Capital. ¹			Mileage.	
	When organized.		In 1897.	Kilos.	Miles.
Sao Paulo Rwy. Co ²	£23,000,000	\$14,599,500	\$14,599,500	139	86.4
	<i>Milreis</i>				
Mogyana Co.....	47,272,000	26,055,120	7,090,800	1,116	693.5
Paulista Rail and River Transportation Co.	45,000,000	24,570,000	6,750,000	1,008	626.4
Union Sorocabana and Ituana.....	70,000,000	38,220,000	10,500,000	1,003	623.3
Bragantina Co.....	907,800	495,658	138,170	52	32.3
Statibense Co.....	500,000	273,000	75,000	23	14.3
Campineira Rwy. Co.....	1,140,000	600,600	165,000	44	27.3
Rio and Sao Paulo Rwy. Co.....	400,000	218,400	60,000	36	23.6
Dumont Railway.....	8,500,000	4,641,000	1,275,000	65	40.4
Minos and Rio Railway.....				23	14.3
Tramway Sao Paulo and Sao Amaro.....				21	13
Tramway Cantareira.....				13	8
Tramway Santos-Vicente.....				9	5.6
Companhia Banalense.....				11	6.8
Balneária-Itapema Railway.....				6	3.7

¹The difference between the value of the capital when the companies were organized and the value in 1897 is due to the depreciation of the currency.

²This was the original capital, the consul having previously shown that it was increased to £5,900,000 (\$28,712,350).

Lines.	1867	1875.	1885.	1896.
RECEIPTS.¹				
Sao Paulo Rwy. Co.	\$675, 633	\$1, 987, 258	\$3, 371, 408	\$3, 616, 742
Mogyana Co.		103, 887	1, 067, 706	2, 800, 260
Paulisto Rail and River Transportation Co.		467, 165	1, 531, 202	3, 623, 400
Union Sorocabana and Ituana		190, 130	688, 771	1, 246, 500
Bragantina Co.			48, 112	55, 800
Statibense Co.			215, 829	20, 694
Campaneira Co.				38, 524
EXPENDITURES.¹				
Sao Paulo Rwy. Co.	166, 608	558, 506	1, 519, 398	1, 795, 232
Mogyana Co.		92, 630	502, 836	1, 818, 000
Paulisto Rail and River Transportation Co.		205, 189	603, 440	2, 895, 300
Union Sorocabana and Ituana		190, 353	485, 911	552, 600
Bragantina Co.			52, 207	46, 800
Statibense Co.			26, 979	17, 748
Campaneira Co.				33, 300

¹ Reduced from milreis at the rate of 54.6 cents per milreis for the years 1867, 1875, and 1885, and at the rate of 18 cents for 1896.

² Amount in 1889.

Freight and passengers transported, 1896.

Lines.	Various merchan- dise.	Export (generally coffee).	Total merchan- dise.	Passengers.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Number.</i>
Sao Paulo Rwy. Co.	1, 158, 132	461, 563	2, 554, 700	1, 156, 132
Mogyana Co.	690, 000	156, 994	286, 525	1, 259, 627
Paulisto Rail and River Transportation Co.	337, 000	198, 270	665, 100	1, 371, 000
Union Sorocabana and Ituana	150, 000	27, 271	181, 186	510, 000
Bragantina Co.	10, 140	4, 504	15, 110	36, 000
Statibense Co.	23, 000	3, 134	7, 317	45, 500
Campaneira Co.			8, 650	70, 000
Rio and Sao Paulo Rwy. Co.	3, 600	5, 194	12, 100	87, 000
Dumont Co.			8, 100	

Rolling stock in 1896.

Lines.	Number of trains.	Loco- motives.	Cars, passen- gor.	Freight cars.	Number of acci- dents.
Sao Paulo Rwy. Co.	77, 323	63	88	2, 011	0
Mogyana Co.	27, 567	113	112	2, 950	60
Paulisto Rail and River Transportation Co.	30, 000	102	170	2, 113	138
Union Sorocabana and Ituana	14, 513	57	79	516	52
Bragantina Co.	1, 271	2	7	39	
Statibense Co.	1, 144				
Campaneira Co.	1, 264	4	5	30	
Rio and Sao Paulo Rwy. Co.	730	2	6	10	
Dumont Co.					

RIVER NAVIGATION.

In addition and supplementary to the railway system set forth in the foregoing pages, there exists in the State of Sao Paulo river navigation of 976 kilometers (602 miles), to which the following companies contribute: Companhia Paulista de vias Ferreas e Fluvias, 200 kilometers (124 miles), river Mogy-Guaseu from Porto-Ferreira to Puntal; the Companhia Sorocabana e Ytuana, 220 kilometers (74½ miles), on the Piracicaba, from Joao Alfredo to the confluence of the Tieté; the Companhia sul Paulista de Navegacao e Mineracao, 356 kilometers (221 miles), on the Ribeira, Una, Jacupiranga, and Juquiá.

Wagon roads in the interior are very poor, the reliance for needs of transportation being placed on river and rail communication with the coast.

COFFEE CULTIVATION AND TRADE.

1. SANTOS AS A COFFEE PORT.

The name of Santos suggests coffee. It has become in late years the first coffee exporting port in the world, nearly 5,000,000 bags having been shipped from here during the past year. Of the 4,963,062 bags constituting this vast export, New York received 1,463,280; Hamburg, 1,050,206; Havre, 735,226; Rotterdam, 617,865; Trieste, 392,413, and Antwerp, 323,094 bags. New Orleans, Baltimore, and Charleston appear in the returns for 69,922, 24,128, and 12,500 bags, respectively.

2. PROPOSED COFFEE LEGISLATION.

A large part of the report of the minister of finance of Brazil, dated April 30, is taken up with a discussion of the needs of coffee production, which is the base on which rests the financial and industrial activities of the nation. He recognizes that coffee planting is the principal source of the national wealth; that its protection by the Government is indispensable, and that it is necessary at this time to lend it aid. Specifically, he sets forth the following causes of the critical state of the industry: (1) Lack of professional knowledge and failure to utilize in its cultivation the latest processes and best machinery, in place of the routine which is the same to-day as in colonial times; (2) necessity of the division of the large landed estates, applying the Torrens law (an exposition of the advantages of which in the transfers of real estate and public registration has occupied the distinguished Brazilian publicist Ruy Barbosa, in two large volumes) to the mobilization of the soil; (3) lack of statistics as to mean production and consumption of national products in order, by comparison, to judge their legitimate value to the Brazilian producer, and show what a fair and just price would be to compensate him for his labor, yield interest on capital, and provide something additional to what is now but a living wage; (4) lack of a network of rails, which should ramify every part of the producing regions and afford rapid and cheap means of communication, thus lowering cost of transport to the seaboard; (5) necessity of modification of the present law levying export duties; (6) lack of capital and credit.

As a remedy for the first point he argues for the establishment of agricultural colleges, such as the Institute Agronomico, at Campinas, in this state. The second difficulty is one of the most serious importance. The object to be attained by the Torrens law is, by making real estate transfers, either by sale or mortgage, easy and cheap, destroying the fetters that clog such transactions, to break up the seigniorial baronies of the old monarchical regime, and substitute therefor a rural democracy of independent small-land owners. Vice-President Pereira, in a late message, says:

It is likewise necessary that labor and production shall not be annually consumed in the incessant outflow of wealth mercenarily remitted to foreign countries, thus preventing the accumulation of available capital for assisting and improving them. The undivided large estates, the excessive price of lands, and the selfish and debilitating salary system create for the culture of coffee, which is the most remunerative and almost the only culture in Brazil, the abnormal situation of a product which, though it has been a Brazilian monopoly, is still almost entirely dependent on foreign labor, which in savings and expenses sends to foreign countries all it earns beyond the cost of living. It is necessary to adopt measures facilitating the division and transfer of landed property, inducing the laborer to cling to the soil and employ his savings in the purchase and cultivation of land.

The law further provides a land tax on those properties that have been benefited by railways and other improvements made under the guarantee of the State. The value of agricultural holdings—all coffee, of course—is estimated at 2,250,000,000 milreis.* Under the present system, this vast property, contrary to the spirit of this commercial age, when land and personalty are on the same footing in the leading nations of the world, is taxed on transfer 10 per cent on the valuation, which is naturally a tremendous restraint on alienation, making most transfers impracticable. A sale has just now been made of a coffee estate for 6,000 contas (\$900,000 at present rate of exchange), on which transfer 628 contas, or \$94,200, were exacted. Of this sum, 7 per cent went to the provincial government, the remainder to municipal imposts, stamps, etc.

As to the third point, the remark of the minister is accurate, that public officials, trade, and industry suffer embarrassment and loss at every step on account of deficiency of statistical information. This lack of knowledge on the part of the Brazilian producer tells against him, since crop figures, estimates, etc., are made up in foreign markets in the interest of the foreign buyer or speculator, thus making more easy raids by speculative syndicates on coffee and exchange here. The minister feels certain that, through the work of a well-organized statistical bureau, which should possess itself of the true annual production, extension, etc., of this and other coffee countries, the stocks at particular periods, etc., which would show what the normal price should be, this difficulty would be obviated. Under such auspices, the Brazilian markets will not continue to be without guide or compass, in constant and arbitrary fluctuation due to the absolute domination of the foreign markets in which their products are sold. The minister claims that the figures show that the prices and sales in Brazilian markets do not harmonize as they ought with the entries, stocks, and rate of exchange, and backs up his contention with tables.

The fifth, sixth, and final points need not be elaborated. Brazil is insufficiently supplied with railways—only 7,000 or 8,000 miles in the country—and wagon roads. Export duties are condemned by economic science, and country banks must be within easy reach of the plauter before the fazenda business can be properly transacted.

The land question in Brazil is the same as in Mexico.†

* This, at the par value of the milreis, would be \$1,228,440,000; at the exchange value of the milreis in 1897, viz, 15 cents, it is only \$337,700,000.

† *Note by Consul Hill.*—The land question in Mexico is succinctly set forth in the following printed extract:

“Until recent years nearly all the desirable agricultural lands of this Republic [Mexico] have been held in large tracts by a comparatively small number of individuals. This system of land ownership dates back to the subdivision of the lands of New Spain by the Spanish crown among the soldiers and adventurers that aided in the conquest.

“Due to the fact that lands were, for many years, practically exempt from taxation, and owing to the lack of transportation facilities, and the difficulty in effecting the exchange of commodities, also the unsettled condition of the country, the ‘haciendado’ was compelled to rely almost entirely upon the products of his own estate for subsistence. As a result of these conditions, a large area of land was placed under cultivation, or otherwise utilized, in order to yield a sufficient variety and quantity of productions to meet his necessities in the time of peace and to supply his wants during periods of internal disorder or failure of crops. Due largely to these conditions, the ‘haciendas’ of the country have remained for many generations in possession of the descendants of the original owners.

“The extension of railroads, obviating the entire dependence of the landowner on the products of his own estate, and facilitating the establishment of trade relations between the various districts, the progressive policy of the Government, during the last two decades, the efforts of the present administration to induce investment and colonization, also the increased taxation of real estate, are changing these conditions and placing many of the owners of these large tracts under the necessity of disposing of a portion of their holdings.”

3. COFFEE TRADE SYSTEMS.

Under the system now prevailing, all coffee passes through the hands of several middlemen after leaving the planter. The railway company, the sacker, the exporter's coffee makers and exchange brokers, and the planter's commission merchant, at the port of shipment, all exact tribute. The three parties to be considered are, however, the planter, the comisario, and the exporter, each with a different interest. The planter strives daily to increase the price of his product, the exporter to diminish it, and the commissario to take advantage of either as his necessities demand. With the rise in the price of food products, the exigencies of the planter increase; these must be satisfied by sales of his coffee at low prices in a declining market. On the other hand, the difficulty in obtaining laborers results in hiring the dissolute and incompetent, until to-day on the fazendas no work at all is done on Saturdays and feast days. So that a fazendero or planter who has 100 laborers can not count upon more than 35 or 40 day-laborers.

As to the exporter, the desire to obtain larger profits and to rid himself of the commissarios, his natural antagonists, suggests to him the attempt to dispense with the commissario altogether and buy direct from the planter. For this purpose he, especially the American at Rio and others here, maintains in the interior a retinue of agents, sub-agents, and employees prepared to buy coffee either at the plantation or at the mill. From this, it follows that the planter has no need to seek the markets at Rio and Santos, and that a part of the coffee already sold is considered as formally disposable and depresses the existing stock. We have here two important causes of depreciation—the false increase of stock and diminution in the demand.

The manner in which the business is done is this: With type No. 7 quoted in Santos at 12 milreis, the buyers in the interior pay freely 11½ or 12 milreis, the fazendero selling, since they thus save 2 milreis in transportation and other charges and have 12 milreis net in place of 10 per arroba at Santos. Then the exporter in Santos offers only low figures there and breaks the price, say, to 11 milreis. He then communicates to his agents in the interior authorizing them to pay the planter only 10½ or 11 milreis because the price at Santos has fallen to that figure. Going back to the producer, on whom the loss in commercial speculation always falls, the commissario, who has hitherto furnished him with the necessary capital to raise and move his crops, not receiving more coffee, the condition on which advances are made, ceases to furnish him money and proceeds to demand payment of the debts accrued by the fazendero. Four of the large houses here do business direct after this fashion, and stepping into the shoes of the ousted commissario, make advances to the planters.

Whether the commissario will become in future years a "memory only" in coffee business here, remains to be seen. The old method is the usual one, and will probably continue to exist for some time.

The consumer in the United States will of course be glad to see all obstacles to low prices cleared away, and as many of the middlemen dispensed with as possible.

4. COFFEE CROP OF 1897-98.

The yield of the crop year 1897-98 is now on tapis as a subject of speculation. I am led to think that an estimate of 4,250,000 bags will prove to be about right. I see that the late report of the British consul-general at Rio sets down the Santos crop at 4,000,000 bags. [A meeting was held in Rio some time ago of men interested in the coffee

trade, at the invitation of the minister of finance, to discuss the present situation, and suggest measures of common interest. The general opinion seems to have been that low prices were due to speculation. While this may be true, it appears easier to find the cause in the over-production due to immense crops here and the planting of new land in other countries. Either the production must be curtailed or new fields of consumption sought, as in the effort to introduce coffee as a beverage into the populous Russian Empire by the Centro da Lavoura e Commercio, else low prices are inevitable. Of course, prices may be aided to some extent by increase of its use in coffee-drinking countries, due to its greater cheapness putting it within the reach of classes of population who have not been previously able to drink coffee. Further help might come through properly directed diplomatic effort to secure the abolishment of imposts in the countries where coffee is burdened thereby.

5. THE WORLD'S COFFEE PRODUCTION AND CONSUMPTION.

Production.—On December 30, 1896, Messrs. During & Zoom, of Rotterdam, made the following estimate of the coming crop of the world compared with previous years:

Coffee districts.	1897-98.	1896-97.	1895-96.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
Rio	2,750,000	3,250,000	2,390,000
Santos	3,750,000	4,500,000	3,185,000
Victoria	250,000	250,000	300,000
Bahia e Ceará	400,000	350,000	425,000
Total Brazil	7,150,000	8,350,000	6,250,000
Java	700,000	620,000	672,000
Padang	60,000	55,000	59,000
Celebes	50,000	47,000	48,000
Ceylon e Indias Inglesas	250,000	250,000	300,000
Total Asia	1,060,000	972,000	1,079,000
Venezuela e Colombia	850,000	950,000	920,000
Costa Rica	200,000	180,000	190,000
Mexico	400,000	250,000	300,000
Guatemala	650,000	450,000	800,000
San Salvador	100,000		
Nicaragua	100,000		
Haiti	400,000		
Porto Rico	200,000	350,000	530,000
		300,000	125,000
Total America ¹	2,900,000	2,680,000	2,865,000
Grand total	11,110,000	12,002,000	10,194,000

¹ Brazil excepted for the years 1897, 1896, and 1895.

The mean for these three years in bags of 60 kilograms or 132 pounds is 11,102,000 bags for the crop of the world, the average Brazilian crop being 7,250,000 bags and the average of all countries 3,852,000 bags.

Brazil has about 2,700,000 acres planted with coffee trees, which number 1,550,000,000, which produced as follows:

District.	1896-96.	1896-97.
	<i>Bags.</i>	<i>Bags.</i>
Rio de Janeiro	2,390,000	3,740,890
Santos	3,135,000	5,200,000
Victoria	300,000	300,000
Bahia and Ceará	425,000	400,000
Total	6,250,000	9,641,000

Consumption.—The consumption of coffee in the world during the first three months of each year, 1893–1897, according to the statistics of Messrs. During & Zoom, of Rotterdam, the Agence Nationale of Paris, the Coffee Exchange of New York City, and the Verein der Kaffeehandel of Hamburg, was as follows:

First three months of—	Tons.	Bags. ¹	Pounds.
1893	139,888	2,331,466	307,753,512
1894	142,223	2,370,550	312,912,000
1895	145,149	2,419,150	319,627,800
1896	147,880	2,464,333	325,291,956
1897	158,610	2,643,500	348,942,000

¹ Bags of 132 pounds each.

The mean consumption during the quarter of the three years 1893 to 1895 was 2,373,722 bags (313,331,304 pounds), and of the last two years, 1896–97, 2,553,916 bags (337,116,912 pounds), from which the conclusion is drawn that the consumption of coffee in the world is increasing gradually, there being an increase of 312,034 bags during the first three months of 1897 over the like period of 1893, or at the rate for the entire year of 1,250,000 bags.

The consumption per capita in the several countries is given as follows: Spain, 1.1023 pounds; England and Austria, 2.2046 pounds; Germany, Italy, and France, 4.4092 pounds; Norway, 6.6138 pounds; Switzerland, 11.023 pounds; Belgium, 26.4552 pounds; United States, 8.8184 pounds. In Rio de Janeiro, the consumption is nearly 40 pounds per capita.

6. COFFEE RECEIPTS AND EXPORTS.

The following tables will, I think, be found a valuable collection of data as to coffee. Considerable pains have been taken to make them complete.

Movement of coffee in the markets of Rio de Janeiro and Santos from 1881 to 1896.

Year ended June 30—	Entries.			Shipments.			Stock on hand June 30 of each year.		
	Total.		Total.	Total.		Total.	Total.		Total.
	Rio.	Santos.		Rio.	Santos.		Rio.	Santos.	
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
1881	4,510,613	1,124,920	5,635,533	4,397,128	1,205,016	5,602,144	175,000	30,000	205,000
1882	3,837,237	1,723,337	5,560,574	3,928,504	1,524,380	5,452,974	81,000	180,000	261,000
1883	4,736,289	1,934,700	6,670,989	4,556,661	1,834,007	6,390,668	300,000	235,000	535,000
1884	3,188,488	1,842,280	5,030,768	3,216,172	1,928,915	5,145,087	150,000	290,000	440,000
1885	4,113,082	2,056,556	6,169,638	4,263,777	2,162,228	6,426,005	140,000	165,000	305,000
1886	3,879,377	1,644,300	5,523,677	3,794,239	1,648,832	5,443,071	236,000	210,000	446,000
1887	3,491,384	2,585,610	6,076,994	3,512,499	2,478,818	5,991,317	182,000	260,000	442,000
1888	1,915,435	1,116,703	3,032,138	1,993,850	1,309,811	3,303,661	102,000	130,000	232,000
1889	4,193,374	2,637,065	6,830,379	3,839,773	2,545,713	6,385,486	278,000	218,000	496,000
1890	2,396,924	1,864,306	4,260,227	2,556,091	2,061,534	4,617,675	163,000	55,000	218,000
1891	2,426,606	3,050,712	5,477,318	2,443,790	2,948,602	5,392,392	153,752	56,360	210,112
1892	3,733,457	3,685,094	7,418,551	3,816,066	3,532,160	7,348,226	54,515	188,000	242,515
1893	2,977,850	3,338,390	6,316,240	3,011,793	3,405,390	6,417,183	104,789	120,000	224,789
1894	2,603,851	1,686,000	4,289,851	2,493,205	1,772,006	4,265,211	76,152	40,231	116,383
1895	2,690,313	4,005,595	6,695,908	2,610,410	3,898,358	6,508,768	152,930	131,219	284,149
1896	2,399,379	4,883,565	7,282,935	2,398,475	4,837,213	7,235,688	114,551	115,792	230,343
Total	53,092,627	39,179,073	92,271,700	52,832,523	39,090,633	91,923,150	.....	.....	.....

Coffee receipts at Santos, 1893 to 1897.

[Bags of 132 pounds each.]

Month.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
July	168,776	155,630	216,253	243,767	473,992
August	315,554	261,560	480,471	471,455	641,284
September	314,356	245,664	594,478	439,523	711,468
October	357,474	252,848	614,051	497,541	664,804
November	389,073	238,261	420,289	384,578	659,118
December	443,904	162,408	438,226	329,717	450,199
January	316,317	116,431	332,331	190,736	303,606
February	257,081	73,401	221,298	100,780	289,211
March	223,411	47,386	211,902	82,060	332,670
April	204,199	37,700	237,126	53,604	247,901
May	156,523	32,379	116,130	101,245	165,620
June	106,990	61,387	125,261	198,542	184,684
Total	3,253,658	1,685,055	4,007,816	3,093,648	5,104,489

Coffee shipments from Santos, 1856 to 1897.

Shipped to—	Year ended June 30—						
	1856.	1866.	1876.	1886.	1856-1896.	1896.	1897.
	<i>Bags.¹</i>	<i>Bags.¹</i>	<i>Bags.²</i>	<i>Bags.²</i>	<i>Bags.²</i>	<i>Bags.²</i>	<i>Bags.²</i>
United States	8,900	9,000	123,100	48,000	10,700,000	1,054,000	1,567,830
Hamburg	34,000	25,500	200,300	426,563	11,000,000	638,000	1,049,815
Havre	3,500	16,700	82,500	293,000	8,400,000	314,000	735,226
Lisbon	90,700	18,750	208,000	19,500	4,635,000	.....	17,500
Holland	4,500	.....	12,200	204,000	5,500,000	406,000	941,350
Mediterranean ports	8,400	3,000	5,000	220,000	3,600,000	650,000	517,337
England .....	.....	781	7,600	12,300	1,120,000	16,000	22,515
Cherbourg	615	12,500	7,700	2,500	756,000	.....	.....
Bremen	3,400	.....	.....	.....	145,000	21,000	48,671
Total .....	.....	.....	.....	1,648,832	45,856,000	3,101,000	4,900,244

¹ Bags of 165 pounds.² Bags of 132 pounds.*Coffee shipments from Santos, 1894 to 1897.*

Destination.	Year ended June 30—			
	1894.	1895.	1896.	1897.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
New York	761,094	1,166,498	984,023	1,463,280
New Orleans	33,170	133,636	45,470	67,922
Baltimore .....	.....	44,299	20,706	24,128
Charleston .....	.....	.....	.....	12,500
Hamburg	360,607	776,711	637,187	1,050,206
Havre	156,945	637,714	314,037	735,226
Rotterdam	75,222	313,888	406,501	617,865
Trieste	162,203	327,490	286,371	372,413
Antwerp	142,784	303,228	243,912	323,094
Genoa, Naples, and Venice	9,301	65,065	55,639	58,662
Marseilles	5,770	64,246	50,013	58,436
Amsterdam	46,411	2,500	.....	.....
Bremen	9,655	18,614	20,659	48,671
Finne	2,000	9,130	.....	9,000
Mediterranean .....	.....	5,001	3,300	6,374
Bordeaux	518	4,635	6,100	3,825
London	3,365	11,702	16,489	22,515
Southampton and Canal .....	.....	100	.....	17,500
North Europe .....	.....	10,505	11,425	18,275
Buenos Ayres	795	.....	.....	555
Montevideo	135	.....	.....	.....
Other parts .....	.....	.....	.....	300
Coastwise	2,404	9,118	13,160	37,215
Total	1,772,679	3,904,080	3,135,631	4,963,062

Nearly one-third of the crop was exported to the United States in 1896-97.

Shipments of coffee, 1882 to 1897.

Calendar year.	To United States.		To Europe from Brazil.	Calendar year.	To United States.		To Europe from Brazil.
	From Santos.	From Brazil.			From Santos.	From Brazil.	
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>		<i>Bags.</i>	<i>Bags.</i>	<i>Bags. *</i>
1882.....	345, 407			1891.....	744, 461	3, 884, 300	4, 662, 598
1883.....	399, 395			1892.....	1, 416, 189	4, 481, 516	4, 609, 431
1884.....	413, 408			1893.....	1, 110, 556	4, 135, 283	4, 520, 906
1885.....	400, 323			1894.....	972, 105	4, 313, 700	4, 538, 181
1886.....	485, 181			1895.....	1, 136, 572	4, 348, 000	4, 607, 248
1887.....	477, 824			1896.....	1, 061, 291	4, 658, 816	4, 625, 666
1888.....	457, 164			1897 (first 6 months).....	607, 255		
1889.....	721, 450						
1890.....	566, 479						

7. TARIFF DUTIES AND EXPORT TAX ON COFFEE.

Coffee has, as is well known, been admitted into the markets of the United States duty free since 1873, but it is not so generally understood that it is taxed (and very heavily in some cases) in all the European markets where it finds a sale. The tax in France is, in the words of the minister of finance, prohibitive, being 1.56 francs per kilo (30 cents per 2.2046 pounds), or double its cost. In Italy, the tax is 1.70 lire per kilo (32.8 cents per 2.2046 pounds), or three times its cost. In Germany, the duty is more moderate—40 pfennigs (9.52 cents) per 2.2046 pounds. The export tax here, which goes to the different States, is 11 per cent. The minister of finance finds that coffee sales at present figures do not compensate for the work of cultivation or yield a return on capital.

8. PROFITS OF COFFEE PLANTERS.

The following estimates of cost price and profit to the coffee planter are based on the following actualities: Average daily labor, 2½ milreis (40 cents) to 1,000 trees, yielding 150 kilos (331 pounds) of coffee "Superior," sold in Santos for 9½ milreis (\$1.52) per 10 kilos (22.05 pounds; exchange rating 8 pence (16 cents) to the milreis.

Calculation per 10 kilos (22.05 pounds of coffee).

Description.	Milreis.
Treatment of the coffee fields, labor pay, cleaning, planting, picking, assorting, carrying, loss by advances to labor, leaving unexpended.....	3.585
Drying coffee and other preparation.....	.650
Administration, employees, rolling stock, etc.....	.350
Transport to railroad station.....	.300
Over different roads to Santos.....	1.050
To dealers' warehouses, weighing, brokerage, preparing for market.....	.195
Other expenses.....	.119
Dealers' commission, 3 per cent of selling price.....	.226
Total.....	6.470
Selling price.....	8.850
Profit.....	2.375

A plantation producing 75,000 kilos (165,345 pounds) of coffee per annum is worth 100,000 milreis (\$16,000). Interest on this capital at 8 per cent, 8,000 milreis (\$1,280); amortization in 25 years, 4,000 milreis (\$640); total, 12,000 milreis (\$1,920); 75,000 kilos of coffee, at 2.375 milreis (38 cents) per 10 kilos (22.05 pounds), 17,812½ milreis (\$2,850); leaving a profit of 5,812½ milreis (\$930).

This estimate does not take into consideration the 30 per cent low grades and "trriages" produced with above 75,000 kilos.

9. THE COFFEE BERRY, ETC.

It has been calculated that the green coffee contains 61½ per cent water; 100 kilos in berry are about 16½ kilos net coffee; 100 kilos in berry are 42½ kilos in grain; 100 liters coffee berry are 10½ kilos in grain; 100 liters in berry are 18½ kilos in grain; 100 liters berry are 55 kilos coffee berry; 1,000 liters coffee berry lose in drying about 382 liters water; 1 coffee tree generally yields 1½ kilos (3.75 pounds) flat bean or 1½ kilos (2.65 pounds) bourbon.

The diseases which afflict coffee are lagarta mineira and molestia de olhos pardos.

Qualities: Café Nacional, common quality; Café Mineiro, hard, dark green; Café Botucatu, soft, light (yellowish); Café Iguape, dark, without aroma, ugly looking, good roast; Café Maragogipe, large bean, harvested mostly in northern Brazil; Café Bourbon, small bean, young trees trimmed and specially treated; Café Moca, small round bean. The coffee called "Aguas" is not a special variety. It is the product of a certain flower of tree, less strength, badly developed, spoiled by weather and rain before it is ripe for picking.

Santos coffee exporters.

Name.	Exports.			
	1893-94.	1894-95.	1895-96.	1896-97.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
A. Trommel & Co.....	33,801	113,524	52,479	119,327
Aug. Leuba & Co.....	49,217	84,496	60,201	60,026
A. Küssner.....	17,366			1,781
Arbuckle Bros.....	180,202	179,421	163,726	204,452
B. S. Carmo & Co.....	4,708			
E. Johnston & Co.....	76,572	149,311	264,245	403,938
E. v. Leckroyek & Co.....				24,025
Ford & Co.....	10,007	7,212	33,151	49,553
Frank Norton & Co.....		37,444	18,963	
Gaffré, Guinle & Biheiro				45,000
G. Schindhelm.....		15,935		
G. Trinks & Co.....	26,074	45,060		
Goetz, Hayn & Co.....	158,260	473,892	355,300	584,712
Hafers & Co.....	1,000	12,128	25,784	35,540
Hard, Rand & Co.....	72,092	164,363	127,517	156,388
Henry Woltje & Co.....	16,520	41,608	41,106	56,101
Heyer, Ohl & Co.....		85,449		
Holworthy, Ellis & Co.....	44,580	67,529	70,024	128,458
J. Bradshaw & Co.....	45,708	56,114		
J. W. B. Purchas.....				20,484
J. Mathew & Co.....		82,146	51,625	
J. W. Doane & Co.....	82,377	160,419	79,841	152,279
João F. de Lacerda & Co.....		81,655	72,967	
Julian Haugwitz.....		2,473	86,183	68,142
Karl Valais & Co.....	158,337	201,762	202,006	267,514
Krische & Co.....				93,317
Levering & Co.....		84,864	36,064	57,315
Ludwig Schweitzer.....		13,000	22,611	
Naumann, Gepp & Co.....	332,190	732,429	763,074	1,256,573
Nossack & Co.....	75,506	101,286	87,435	119,875
Rob. de Coutto & Co.....		15,703		
Robillard & Co.....				88,098
Roe & Knowles.....		38,130	18,812	64,194
Steinwender, Stoffregen & Co.....	126,302	263,491	180,352	93,285
Theodor Wille & Co.....	111,839	216,565	155,135	535,022
W. F. McLaughlin & Co.....	14,027	117,315	58,713	82,308
Zerrenner, Bülow & Co.....	182,178	225,928	149,597	173,338
Various.....	6,343	20,690	5,628	24,018
Coast trade.....	2,404	9,118	13,160	
Total.....	1,772,679	3,904,080	3,135,631	4,968,062

Coast trade in 1896-97 = 37,215 bags, mostly to Rio de Janeiro, and included with the above figures.

SAO PAULO MUNICIPALITIES.

I am indebted to Mr. G. G. Berger, an American citizen resident in Santos, for the following data, which were gathered by him after the expenditure of much time and trouble. The State of Sao Paulo has 161 municipalities. The 36 given in Mr. Berger's table and the notes thereto cover the principal coffee districts thereof:

Principal coffee-producing municipalities in the State of Sao Paulo.

No.	Municipalities.	Popula- tion.	Sanitary condition.	Deaths from con- tagi- ous sick- ness.	Nativity of laborers dominat- ing.	Is there lack of labor?	Number of coffee trees of all ages.	Number of coffee trees two years and under.	Coffee crop 1896-97.	Esti- mated coffee crop 1897-98.	Increase in the coffee crop dur- ing the last three years.	Number of plan- tations with more (plantation) than 100 laborers.	Is the value of property (plantation) increasing?	Is coffee-tree planting going on and what are the prospects?	
									Arrobas. ¹	Arrobas.	Per cent.				
1	Araçatiguama.....	2,500	Good		Natives....	Very much	100,000	30,000	10,000	6,000	50		Yes.....	Daily increase.	
2	Avaré.....	14,000	do	10	Italian....	do	3,500,000	1,000,000	300,000	200,000	40	5	Steady.....	Not much.	
3	Bobedouro.....	12,000	do		do	No.....	5,000,000	2,000,000	18,000	100,000	200	6	Not now.....	Very much.	
4	Belem do Descalvado.	20,000	Bad.....	(¹)	do		18,000,000	1,000,000	700,000	500,000	10	22	do	Could produce 1,000,000 ar- robas.	
5	Boa Vista das Pedras.	20,000	Good		do	Yes.....	2,500,000	1,500,000		4,000	100	10	Yes.....	Large scale.	
6	Bragança.....	35,000	do		do	No.....	(¹)	(¹)	500,000	700,000	(¹)	15	Yes.....	(¹)	
7	Campinas.....	60,000	(¹)	1,473	do		(¹)	(¹)	1,045,580	1,150,000	25	25	No.....	Large scale.	
8	Cunha.....	14,100	Good		Natives....	Yes.....	3,500,000	1,500,000	80,000	120,000		15	No.....	Moderate.	
9	Fartura.....	16,100	do		Italian....		400,000	150,000	20,000	100,000		3	Declining.....	Large scale.	
10	Guarehy.....	6,000	do		Natives....		1,739,000	1,000,000	100,000	150,000	(¹)	4	Yes.....	Do.	
11	Iambéiro.....	6,000	do		do		8,500,000	1,000,000	500,000	300,000		8	Yes.....	Regular.	
12	Itatiba.....	15,000	do	3	Italian....	No.....	520,000	120,000	10,000	12,000		1	No.....	Regular.	
13	Lagoinha.....	5,000	do	8	Natives....	Yes.....	(¹)	(¹)	123,500	80,000	30	3	No.....	Do.	
14	Leme.....	12,000	do	12	Italian....		4,131,000	2,771,000	86,000	143,000	75	25	Yes.....	Do.	
15	Leãoes.....	16,000	do		do	No.....	2,000,000	1,200,000	60,000	70,000	150		No.....	Large scale.	
16	Mogy Guassau.....	10,129	do		do		1,500,000	700,000	50,000	60,000			Yes.....	Do.	
17	Monte Alto.....	10,000	do	4	do		2,220,000	60,000	10,000	10,000	50	6	No.....	No.	
18	Monte Mor.....	7,000	do		Natives....	Yes.....	1,000,000	400,000	40,000	20,000	(¹)	20	No.....	Very much.	
19	Novidade.....	7,122	do		do		2,500,000	200,000	200,000	180,000		10	No.....	Regular.	
20	Parahybuna.....	14,000	do		Italian....	No.....	15,000,000	60,000	3,000	3,000	(¹)	11	200 per ct.	Large scale.	
21	Pedreiras.....	10,000	do		do	Yes.....	5,700,000	2,500,000	200,000	300,000		13	do	Do.	
22	Pedreiras.....	7,000	do	2	do	Yes.....	1,500,000	864,000	10,000	10,000	300		Yes.....	Do.	
23	Piracicaba.....	42,000	do		Natives....	Yes.....	5,487,000	2,800,000	200,000	2,800,000	70		No.....	Do.	
24	Pirajá.....	13,000	do		do		1,300,000	1,800,000	150,000	160,000			Yes.....	Do.	
25	Porto Feliz.....	9,000	do		Italian....	No.....							No.....	Do.	
26	Rio Bonito.....	10,000	do		do										
27	Santo Antonio da Alegria.....	14,157	do		do										

	Santa Barbara do Rio Pardo.	7,000	do	Natives	72,000	14,000	5,000	8,000	45		Do.
28	S. João da Boa Vista.	30,000	do	Italian.	6,000,000	1,500,000	400,000	400,000	100	24	Do.
29	S. José do Parahytinga	7,000	do	do	(f)	(f)	2,000	2,000	33	28	Regular.
30	S. José do Rio Pardo.	14,000	do	do	10,000,000	2,500,000	350,000	350,000	20	5	Very much.
31	S. Pedro	12,000	do	do	4,946,300	1,351,180	125,000	120,000	60	10	Moderate.
32	Silveiras	7,000	do	do	(f)	(f)	120,000	90,000	(f)	6	Do.
33	Tatnhy	15,000	do	do	717,000	350,000	20,000	25,000	(f)	10	Do.
34	Tanbatá	45,000	do	do	2,400,000	200,000	400,000	300,000	(f)	6	Do.
35	Vieira do Figue.	8,000	do	19 Natives.	2,200,000	340,000	30,000	27,000	(f)	6	Do.
36											

¹ Arroba=32.38 pounds.² 500 cases of yellow fever. ³ Only harvesting since 1895.⁴ 1895-96 5,000 arrobas; 1896-97, 20,000 arrobas. ⁵ Very much; will be large in a few years.⁶ Small number. ⁷ Stationary.

NOTES TO TABLE OF MUNICIPALITIES.

1. *Aracatiguama*.—Population in 1886, 2,465; in 1896, 2,500. This is an old district, and besides coffee, raises vegetables, corn, cotton, etc.

2. *Bebadouro*.—A new district created in 1894; will be a very important one in a short time. Has large sawmills, sugar refinery, alcohol and whisky distillery, etc. Coffee is raised here on a very large scale.

3. *Belim do Descalvado*.—Population in 1886, 8,257; in 1896, 20,000. Had in 1886 about 7,000,000 coffee trees; has now above 18,000,000; is one of the old producing districts. Has, besides coffee, a large trade in lumber, corn, vegetables, etc. Has a very good brewery, modern machinery, telephone, etc. A very active district.

4. *Boa Vista das Pedras*.—Municipality since 1891. A very large, productive district; promises to rank among the first in coffee harvesting. Some very large plantations are located in this district: Palmeiras, with 100,000 acres; S. Francisco, 60,000 acres; Gramma, 35,000 acres; S. João, 31,000 acres, etc. This being a new established municipality the coffee of these plantations and all others has been shipped under the names of other districts and municipalities. It has four large distilleries, a large sugar refinery with best modern machinery.

5. *Bragança*.—A very old district, established in 1797; population in 1886, 16,214; in 1895, 35,000. A very important coffee district; has the latest machinery and appliances.

6. *Campinas*.—Population in 1886, 41,253; in 1896, 60,000. An old district (1797). Has been one of the largest coffee districts, but is now of less importance, as the quality of the coffee does not improve, but in quantity it still ranks high. Besides coffee the district possesses nearly all other industries. Campinas is a very important city and third in the State. In the city terminate the Mogyana Railroad and some other lesser lines. Here are large iron foundries and a very active business life. Unhappily the yellow fever epidemic in 1896, with 1,473 fatal cases, was a drawback. Now the sanitary condition is good and business is transacted as before. Campinas is well known as the birthplace of the composer Carlos Gomez, author of "Guarany," "Salvador Prora," "Fosca," "Maria Tudor," "Condor," "Schiavo," and other operas.

7. *Cunha*.—An old district (1785). Population in 1886, 10,850; in 1896, 14,100. Has very extensive and well-known vineyards. The wine (red) is very light and of good taste.

8. *Fartura*.—New district. Suffers much from lack of laborers. With sufficient labor could harvest 50 per cent more. Will be an earnest rival of the district of Piheirao Preto. Has some facilities for and produces a very good quality of coffee.

9. *Guarehy*.—A district since 1880. Population in 1886, 3,346; in 1896, 6,000. Only began in 1894 to market coffee, but will be important in two or three years. Coffee planting is progressing on a large scale. It is also a very good district for cattle raising, and supplies every year thousands of cattle for the Sao Paulo markets.

10. *Iamheiro*.—Population in 1886, 4,714; in 1896, 6,000. Coffee growing is developing very rapidly. Has four large distilleries.

11. *Itatiba*.—Population in 1886, 9,335; in 1896, 15,000. The best crops have been in 1875 to 1885. Has more trees above twelve years than young ones. Vine planting is going on, and this will be the future industry.

12. *Lagoinha*.—Population in 1886, 5,020; in 1896, 5,000. This district is of a very little interest as far as coffee is concerned, producing more vegetables and maize than coffee.

13. *Leme*.—A new district, established in 1895, with a very good future. Besides coffee other agricultural products are raised. Great activity prevails in this district.

14. *Lencóes*.—Population in 1886, 10,111; in 1896, 16,000. Is one of the most promising municipalities. Will market large quantities of coffee.

15. *Mogy-Guassú*.—Population in 1886, 4,768; in 1896, 10,129. Lately the coffee crop has increased rapidly. New fields being planted which are very promising. Good machinery. An active commercial district.

16. *Monte Alto*.—New district established in 1895. Coffee of good quality and abundant; very promising.

17. *Monte-Mór*.—Population in 1886, 4,656; in 1896, 7,000; nevertheless there are 700,000 new trees; at present the coffee crop is rather stationary.

18. *Noridade*.—Population in 1886, 6,524; in 1896, 7,122. Alcohol, whisky, and sugar cane on a large scale; coffee planting stationary.

19. *Parahybuna*.—This is exclusively a coffee district; very little commerce of any other character.

20. *Pedreiras*.—New; established in 1896.

21. *Pereiras*.—Only harvesting coffee for the last three years.

22. *Piracicaba*.—Population in 1886, 22,150; in 1896, 42,000. A very important municipality and increasing daily; has a large trade in lumber, sugar, alcohol, maize, etc.; has many factories, with new machinery on the modern system. Has a brilliant future. The receipts in 1889 were 40,000 milreis, and in 1896, 205,000.

23. *Pirajú*.—An active district, but no statistics to be had.
24. *Porto Feliz*.—Population in 1886, 5,781; in 1896, 9,000. Has a great future. The first industry is sugar, and large refineries on modern systems exist here. Cotton and grain are also produced.
25. *Rio Bonito*.—The large number of new trees shows that this district will compete with other ones. Has modern American machinery.
26. *Santo Antonio do Aleyria*.—Population in 1886, 4,295; in 1896, 14,157. Very active and increasing; planting still going on.
27. *Santo Barbara do Rio Pardo*.—Population in 1886, 3,218; in 1896, 7,000. There is yet much land left suitable for coffee. Very little commerce; small district.
28. *G. João da Boa Vista*.—Population in 1886, 9,555; in 1896, 30,000. Very important and growing district. Large shipments may be expected from here. Besides the 24 large plantations there are hundreds of small ones, mostly coffee. Has four railroad stations, and also a navigable river.
29. *S. José do Rio Pardo*.—Population in 1886, 4,255; in 1896, 14,000. Large coffee fields and steadily increasing. Nearly all plantations have modern machinery (American), and, besides, important lumber, soap, sugar, cane, and flour mills.
30. *Sao Pedro*.—Population in 1886, 5,795; in 1896, 12,000. Trees under 2 years are double the number of those 12 years and above; constant development.
31. *Silveiras*.—Population in 1886, 24,590; in 1896, 7,000. This was a large district, but was divided; it has a steady trade in sugar and sugar cane.
32. *Tatuty*.—Population in 1886, 24,936; in 1896, 15,000. Has also been divided and thus lost in importance.
33. *Taubaté*.—Population in 1886, 19,501, in 1896, 45,000. An old and important district; has good schools and colleges, a large trade in grain, sugar, alcohol, etc., and modern machinery and improvements. Stock raising and vineyards are its chief industries.

IMPORTS INTO SAO PAULO.

I very much regret that statistics are not at hand to enable one to furnish details as to merchandise imported into this province. Speaking generally, Sao Paulo imports from various countries as follows:

Germany.—Cotton and dry goods, hardware, machinery, paper and stationery, glassware, wines, paints and oils, railway materials, drugs, furniture, provisions, cement, rice, silks, glue, jewelry, gunpowder, carpets, pianos, butter, sewing machines, cheese, brewing ingredients, matches, ink, and rubber goods.

England.—Cotton and dry goods, hardware, railway materials, crockery, woolens, paints and oils, coal, cement, beer and spirits, rice, steel and copper goods, glassware, rubber goods, linens, hams, biscuits, paper, hats, sewing machines, and chemicals.

United States.—Flour, lumber, bacon, kerosene, hardware, firearms, sewing machines, railway materials, cotton goods, chemicals, paper and stationery, rubber goods, stoves, boilers, bicycles, watches and clocks, bottles, lard, turpentine, petroleum, and pitch.

France.—Wines, paper, preserves, drugs, ammunition, dry goods, potatoes, butter, tiles, porcelain, jewelry.

River Plate.—Flour, maize, hay, dried meat, cattle, walnuts, fruits, groceries.

Belgium.—Hardware, paints and oils, candles, cement, paper, chemicals, machinery, explosives, car materials, glassware.

Portugal.—Wines, fruit, onions.

Italy.—Wines, dried fruit, cotton goods, butter, marble.

Spain.—Wines, dried fruit.

India.—Rice.

What Brazil needs is to create new industries, so that the product of the sales of coffee and other commodities may not be kept abroad, to buy at high prices, with a depreciated currency, the indispensable necessities of life, many of which should flourish in the different latitudes that stretch from Para to Rio Grande do Sul. I see in a recent newspaper that a cargo of potatoes has just arrived from the United States.

Vessels have recently been chartered in San Francisco and New York to load with wheat for Brazil. We have a curious spectacle here of large flour mills in Rio, in a country that does not raise wheat and has to import it to grind.

COTTON FACTORIES.

Not much progress has been made in manufacturing. The only lines in which large capital is invested are cotton manufactories and breweries. John C. Branner, Ph. D., in a brochure published by the Department of Agriculture, Washington, in 1885, said, "Cotton factories are springing up rapidly and prospering, and the day is not far distant when they will supply the Brazilian market." This prediction will not fail of verification. Out of the 155 cotton factories, 11 are situated in this State. There are two large breweries in Sao Paulo—the Germania and Antartica—both working with large capital and having a considerable output. Plants have been recently established for the manufacture of bottles for their use, and the Government has aided the promoters by raising the tariff rate.

The British consul-general at Rio, in his report for 1896, states that the cotton factories in Brazil give employment to 200,000 operatives and that capital invested in the industry reaches £3,760,000 (\$18,198,040). The Fabrica Sao Rogue of Sao Paulo, he says, belongs to an Italian firm, with a capital of 2,000,000 lire (\$386,000). It places on the market pieces of 44 meters each, the principal productions being drills, twilled cottons, cassinettes, gingham for mattresses, etc. It imports the yarn, and employs 230 looms. The Fabrica Bom Retiro of Sao Paulo was founded in 1886 and has a capital of £60,000 (\$291,995). Engines are of 200-horsepower for the looms and 67-horsepower for the electric-light apparatus. It has spinning machinery and 200 looms and employs 330 hands. They work on an average 10 hours a day; daily output 8,500 meters (27,887 yards); chief productions are checks priced at 700 reis per meter (10.5 cents per 3.28 yards), and gingham sold at 600 reis (9 cents) per meter. Raw material is obtained from Pernambuco and Sao Paulo, and they use 600,000 kilos (1,323,760 pounds). Wages of operatives range from 800 reis to 5 milreis (12 to 75 cents) per day.

UNITED STATES TRADE AT SANTOS.

United States trade at Santos is in the same state as at most South American ports. We have either a small import and export trade, bearing no comparison to that of the great commercial nations of Europe, as at Buenos Ayres, Montevideo, Callao, and Valparaiso, or we play a most important part in exports, as at Para, Rio de Janeiro, Maracaibo, and here, but in none are we of consideration as regards imports. Commerce between South America and the United States certainly follows rigidly the so-called "natural" lines of the orthodox economist, each buying of the other that and that alone which it can not elsewhere get; we coffee and rubber, and these people kerosene, lard, lumber, and to some extent flour and cotton goods.

In the absence of statistics, which are absolutely unattainable, as the custom-house does not furnish them, the dimensions of our import trade can not be determined. The trade is small and I scarcely think growing. I have no idea that we are sending more manufactured goods than formerly, and perhaps not so much flour.

The fact is our goods are not pushed. One frequently comes in contact with European travelers, but it is rare to meet here anyone representing an American house of standing. I have seen, in an extended experience, only one American representing a really large business house turn in and "hustle" for business, after the manner illustrated daily in the Western cities of the States. This gentleman was Mr. Thomas A. Eddy, of the house of Flint, Eddy & Co., of New York, and the theater of his operations was at that moment the city of Montevideo, to which section he makes something like annual visits. Mr. Eddy was there perhaps a fortnight, and I used to see him daily in his carriage, making the rounds visiting the large importers, and, when his comprehensive knowledge of prices, conditions, and terms failed him, using the cable freely in order to fully inform the people just what his firm could do, how, and when. The success that has attended this firm, which now has branches at Buenos Aires and Rio—latter established last year—attests the value of their methods.

Right here let me say that cheap men should not be sent to South America. They should be gentlemen; if of social qualities, all the better, and their allowances should be ample.

I do not, however, wish to yield to the desire to discuss this alluring question, having already written much on the theme in consular reports, and particularly in the Special Exposition Bulletin "How the Latin-American Markets may be reached by the Manufacturers of the United States," published by the Bureau of the American Republics.

There is no American importing house in Santos or Sao Paulo. How strong the foreign houses are may be shown by the fact that a German business house of Santos—Theodor Wille & Co.—has just now made a loan to the State of Sao Paulo of 4,500,000 milreis or about \$675,000. These important European firms are connected at home with people in touch with vast capital, and, besides their import or export business, often act as intermediaries in the bringing out of large enterprises. Witness the agency of Zerrener, Bulow & Co., another very important German house in the Sao Paulo Coffee Estates Co., the subscription list of which was opened in London on June 9, share capital being £270,000 (\$1,313,955).

The object of all these tables of figures and detailed statements is simply this: To show that the capital employed in nearly every enterprise here—steamships, railways, banks, tramways, gas and electric-light plants, etc.—is European, and that there is a movement to increase this European capital by the projected sales of all the Government railways and of the fazendas; that the immigration is and must necessarily be European also; and further, and arising from these two causes largely, the trade is with Europe and will tend to remain so. Any predilection that may exist—I think it is rather toward their old European homes on the part of the expatriated people, and I can not discover that the native Brazilian prefers to do business with us rather than with Hamburg or Manchester—is but an inconsiderable factor at the most. If we wish this trade, we must furnish a superior article at an equal price, or the same article cheaper than our rivals. The question is a commercial one, and the merchants who can furnish the kind and quality of goods these people desire, put them down in these distributing entrepôts the most expeditiously and at the lowest price, will possess the trade. These are the conditions of trade the world over, and to them we must conform here as elsewhere.

The large items of export into all Brazil from the United States are flour, kerosene, lard, bacon, lumber, cotton goods, and machinery, par-

ticularly engines, locomotives, and sewing machines. The item of coal is of some importance.

Coal.—An American firm was given the contract of the Central Railway for the year, but as some doubt was felt as to the quality of American coal, the contractors bound themselves to furnish from January 6,500 tons, and to keep on hand a stock of 12,000 tons until the American coal should pass the tests prescribed by the directorate of the company. Unhappily, the people were not able to carry out the signed contract, which, of course, has created a disagreeable impression. Wilson Sons & Co. are solidly entrenched in all the parts of this coast and supply coal from the British Isles, but with our Pocahontas coal put down so cheap at tide water, it seems as though something more could be done than at present. Our coal people would, however, be compelled to send their own men here, as their rival—and there are no other large dealers—would not handle our product.

Cottons.—Our exports of cottons will grow here as elsewhere in South America.

Bicycles.—I think that this office has received more communications from cycle manufacturers lately than any other branch of trade. I fear that not much can be done with these goods. The Brazilians are indolent and roads bad, and there are no indications of a "craze" here. Bicycles are seldom seen in the streets of Sao Paulo and never in Santos. I think that perhaps a limited supply could be disposed of in Sao Paulo by an active agent. Those now used in that city are of English, French, and Italian makes. The duty is now 5 per cent, and not 48 per cent and 60 per cent additional, as reported by the French consul at Sao Paulo in 1896 and copied by our commercial journals.

Fruits and nuts.—The item of fruits and nuts imported from the United States seems odd. One scarcely expects to see nuts sent to Brazil—"the place where the nuts come from."

CUSTOMS DUTIES.

The following customs duties were levied on the merchandise that came last year from the United States:

Articles.	Rate of duty.	Articles.	Rate of duty.
	<i>Per cent.</i>		<i>Per cent.</i>
Agricultural implements	Free.	Paraffin and wax	48 and 30
Books, maps, engravings, and printed matter	15	Canned meats, etc	30
Wheat flour ¹	15	Provisions	48
Carriages, street cars, etc.	84	Tallow	15
Coal and coke	Free.	Hog products:	
Cotton manufactures of all kinds	48	Lacon	30
Cycles, and parts thereof	5	Hams	48
Fruits and nuts	48	Lard	30
Iron and steel, and manufactures thereof	48	Dairy products:	
Machinery, sewing machines	48	Butter	48
Other machinery, including printing presses, steam, fire, locomotive, and stationary engines, boilers, etc.	Free.	Cheese	48
Leather, and manufactures thereof	30	Seeds	25
Naval stores	48	Cigars and cigarettes	50
Turpentine	15	Timber	48
Oils, kerosene, etc	15 and 48	Lumber	48
		Shingles and staves	48
		Doors, sash, etc	48

¹ Wheat is free.

This table is a silent refutation of the statements of those who inveigh against our tariff. The truth is, we admit nearly every Brazilian product free of duty, while out of twenty-eight classes of merchandise that we sold to Brazil last year, duties are levied on all but three, viz, agricultural implements, coal, and machinery, and of these the sales of the first two were of slight importance; and nearly every article bears the high rate of 48 per cent. The rates at which coffee, which we admit free, is taxed in the leading European coffee markets, have been given heretofore in this report.

CONCLUSION.

The future of the province of Sao Paulo is assured; the possession of the best-known coffee zone in the world within its ample borders guarantees this. Besides there is already a virile life that mocks at, while it suffers from, temporary depression; and with the extension of production of cotton, rice, and similar articles throughout its wide expanses, its wealth will be vastly increased. Its economic life will be completed by the steady drift of detached masses of humanity from the over populated states of southern Europe, which will become rooted to the soil, and form the basis of the new Brazilian population, while with its high credit in European marts, all needed money for the development of its waste places will be forthcoming. What we wish is its friendly consideration as a part of a neighboring American republic, and our share in a commerce the terms of which shall be fair and just and not "reciprocally unequal and unreasonable."

SANTOS, Aug. 10, 1897.*

FRANK D. HILL,
Consul.

COMMERCE OF FRANCE AND BRAZIL.

The exportation of Brazilian goods to France amounted in the first three months of 1895 to 22,359,000 francs (\$4,315,287); in 1896, to 29,464,000 francs (\$5,686,552), and in 1897, equal periods of course, to 24,451,000 francs (\$4,719,043). The exportation of French goods to Brazil was in 1895 (first three months) 20,771,000 francs (\$4,008,803), and same periods in 1896, 21,345,000 francs (\$4,119,585), and 1897, 13,324,000 francs (\$2,517,532). Brazilian exportations to France during the first three months of this year were thus 11,127,000 francs (\$2,157,501) in excess of the importations from France during the same time.

The principal articles exported to France are coffee, cocoa, rubber, hides and leaf tobacco (*fumo en folha*). Taking these up seriatim, we find that, in the first three months of 1895, Brazil exported to France 25,041,000 kilos (55,216,728 pounds) of coffee; in 1896, the export of this article fell to 14,190,340 kilos (31,289,700 pounds), and during the same period this year, it rose to 25,829,000 kilos (56,952,945 pounds). The mean importation into France every three months being less than 43,000,000 kilos (94,792,800 pounds), it is seen that the exportation from Brazil represents nearly 60 per cent of the supply of France from all sources. Unhappily, this large export of coffee is not very productive of returns, owing to the low price prevailing in these markets.

* As this report leaves exchange is quoted at 7½d. (14½ cents United States gold).

The Brazilian producer of coffee may consult with advantage the following table, which gives the prices of various coffees:

Brands.	Francs.	Equivalent.
Moka Hodelda, superior.....	130 to 124	\$25.00 to \$23.93
Puerto Rico, superior.....	124 121	23.93 23.35
Java do Marary.....	124 106	23.93 20.46
Laguayra.....	118 105	22.77 20.26
Mysoux, superior.....	116 115	22.89 22.19
Malabar, selected.....	115 111	22.19 21.42
San Domingo.....	107 105	20.65 20.26
Nicaragua.....	101 99	19.49 19.10
San Salvador.....	101 99	19.49 19.10
Maraçalbo.....	100 85	19.30 16.40
Caracas, choice picked.....	93 80	17.49 15.44
Puerto Cabello.....	85 80	19.30 15.44
Santos, good average.....	68 58	12.12 11.19
Rio, first ordinary.....	55 57	10.62 11.00

NOTE.—Although the consul fails to say so, these prices are evidently per bag of 132 pounds.

Coffee pays a customs duty in France of 156 francs (\$30.11) per hundred kilos (220.46 pounds), and cocoa a duty of 104 francs (\$20.07) per 100 kilos. The exportation of cocoa to France for the first three months of the last three years has been: 1895, 1,508,000 kilos (3,325,140 pounds); 1896, 415,260 kilos (915,648 pounds); 1897, 1,331,000 kilos (2,934,855 pounds).

Rubber enters French ports duty free. The first three months of the last three years the exports from Brazil to France were: 1895, 445,800 kilos (982,985 pounds); 1896, 940,000 kilos (2,072,700 pounds); 1897, 630,200 kilos (1,389,591 pounds). The price of Brazilian rubber is considerably higher than rubber from other countries. Amazonian rubber sells in France, per kilo (2.2146 pounds), at 9.40 francs (\$1.81) to 8.60 francs (\$1.66). African rubber sells at only 4.95 francs to 3.70 francs (95½ cents to 71 cents).

The exportation of hides and tobacco shows a marked falling off.

Hides and tobacco (leaf) enter France duty free, being raw materials for the manufacturers.

To sum up, the importation from France to Brazil apparently tends to diminish, while the exportation from Brazil to France remains stationary.

FRANK D. HILL, *Consul*.

SANTOS, *September 2, 1897.*

*Brazilian port sanitary regulations and quarantine.**

The following are the maritime sanitary regulations recently enacted by the Federal Government of Brazil. They are given here in extenso, as shipowners and shipmasters appear at present to be very imperfectly informed on these matters:

For the purposes of the sanitary service of the port, the littoral is divided into three sections.

(1) With its center in the Federal capital, includes the ports of the States of Espírito Santo, Rio de Janeiro, São Paulo, Paraná, Santa Catharina, Rio Grande do Sul, and Matto Grosso, the lazaret of which district is situated at Ilha Grande.

(2) Having its center at Recife, includes the ports of the States of Paraíba, Pernambuco, Sergipe, Alagoas, and Bahia. The lazaret of this district is situated at Tamandaré.

(3) The center at Belém, comprises the ports of the States of Amazonas, Pará, Maranhão, Ceará, Piauí, and Rio Grande do Norte, and has its lazaret situated at Pará.

*Translated by the British consul-general at Rio de Janeiro, and from a portion of his report for 1897. Transmitted to the Department of State by Consul Hill, of Santos, under date of December 31, 1897.

The States will be permitted to establish at their ports sanitary stations for vessels entering to load or discharge cargo. These stations, in whatever concerns the administration of quarantine regulations, will be under the control of the Federal authority of the port.

Strict quarantine can only be purged in Federal lazarets, excepting when the country is invaded by epidemics from abroad, and when considered necessary by the Federal Government for the reciprocal preservation of the health of the States.

All vessels arriving from foreign ports are required to present bills of health issued by the competent local authority at the port of departure, and with the visa of the Brazilian consul at that port and all ports called at during the voyage. Should there be no Brazilian consul at such ports, it will be sufficient to obtain the visa of the consul of some friendly nation.

Only one bill of health will be admitted, and this will be kept by the health authority at the port of destination.

At Brazilian ports of call the visa will be given by the inspector of health.

Where there are no consuls, either Brazilian or other nationality, or local health authorities, masters of ships should obtain such documents as possible to prove the sanitary condition of the locality, and get them verified by a consular officer at the first port of call.

No bill of health will be considered valid which has been issued more than twenty-four hours before the ship's departure from port of issue.

When the interests of the public health require it, officers of the sanitary staff may be sent to any foreign port infected with contagious disease in order to embark on vessels bound to Brazilian ports, and superintend sanitary matters on board during the voyage.

All vessels on arrival at a Brazilian port will be visited by the health officers before any others, and the service will be continued from sunrise to sunset with only one hour's interruption.

In ports where there is no sanitary authority, the service will be performed by the police, except in the case of vessels from infected or suspected ports, which vessels will be required to proceed to the nearest port having a sanitary station.

Vessels to which pratique is refused are required to hoist a yellow flag on their foremast.

The preliminary questions to be put to a vessel arriving at a port are the following:

(1) Name of vessel. (2) Where from, and how many days out. (3) Name and rank of informant. (4) Ports touched at during voyage. (5) Vessels spoken with during the voyage, their names and port of departure. (6) Have you a bill of health? Clean or foul. (7) Have you, or have you had, sick persons on board? How many? Nature of sickness. How many cured. How many died. How many under treatment. (8) On what day after sailing did the first case of sickness appear? What was its nature? (9) Have you undergone sanitary treatment at any port of call? At which port? Nature of treatment. (10) What document do you hold to prove such treatment. (11) Date of last death on board. (12) Have you a disinfecting apparatus on board, and have you caused disinfection to be carried out? (13) Have you all the books and papers required by the sanitary regulation of this port? (14) What is your business in this port?

Should the replies to these questions be satisfactory the officer will proceed on board, and, if he finds everything in accordance with the declarations made, he will grant pratique and hand the master a certificate of his visit.

If the health of those on board be good, but the ship be in a dirty or insanitary condition, the officer may order necessary measures to be carried out, and the vessel will not be allowed to transact business until these orders have been complied with, although passengers and crew will not in the meantime be prevented from landing.

If the information given be unsatisfactory, or if the vessel have left a suspected or infected port, she will be sent to the quarantine station.

If information be given which proves to be incorrect, or if there should be any deception regarding the state of health on board, the vessel will be ordered to the quarantine station to undergo close examination.

In this case, all persons who have boarded the vessel, together with the craft which took them on board, will remain in quarantine pending the decision of the chief of the service.

If the incorrect information refers only to secondary matters, and not to the state of health on board, the ordinary examination will be proceeded with, and the master fined as provided by the regulations.

Quarantine measures may consist merely of the detention of the vessel under observation, for the time necessary to conduct a close examination, called "observation quarantine."

Strict quarantine involves the detention of the vessel for the time necessary to prove the complete freedom of passengers from epidemic sickness, and for the disinfection of the ship and objects capable of transmitting disease.

Strict quarantine may be "full" or "supplementary."

Full quarantine entails the detention of crew and passengers, on board or in lazarets, for the number of days computed for the slowest incubation of the disease which it is desired to avoid, namely, ten days for yellow fever, eight days for cholera morbus, and twenty days for Oriental plague.

Supplementary quarantine means that the detention shall last only the number of days necessary to complete the period of incubation, counted from the ship's departure from the infected port.

Foreign pestilential diseases are cholera morbus, yellow fever, and Oriental plague.

An infected port is one in which any of these diseases are prevalent.

A suspected port is (1) one in which isolated cases of pestilential disease have occurred; (2) one the authority of which has not taken sufficient precautions to avoid contagion from infected ports; (3) one which maintains frequent and free communication with infected localities.

Infected ship is one in which a case of pestilential disease has occurred.

Suspected ship: (1) One which has left or touched at an infected or suspected port, or communicated with an infected or suspected vessel; (2) one in which a death has occurred from an unspecified cause, or in which there have been repeated cases of a specified disease; (3) one which fails to bring a bill of health in accordance with regulations.

Articles considered susceptible of conveying contagion: (1) Postal parcels closed in a manner to prevent knowledge of contents; (2) green hides and hair; (3) furniture and house fittings which have been used; (4) personal apparel; (5) animal remains and fresh animal waste; (6) fruits, green vegetables, and fresh dairy produce; (7) textile cuttings and rags.

On the outbreak of pestilential disease in a certain locality, the director-general of health will declare which susceptible articles are subject to treatment.

The classification of a port as "infected" or "suspected" shall be made by the Federal Government and officially published.

For quarantine purposes the said classification shall have retroactive effects, as regards vessels leaving the ports denounced, for the following periods:

In the case of yellow fever, ten days; cholera, eight days; Oriental plague, twenty days.

If the sanitary conditions of a vessel placed under observation prove to be perfect, the vessel shall have pratique on the completion of the period of incubation allowed for the disease which is to be guarded against, such period being counted from the ship's departure from the suspected port.

If, therefore, such vessels have been at sea for a length of time corresponding to the period of incubation, they will receive pratique immediately after examination. Others will be kept under observation for the time necessary to complete the established period.

If a vessel which is subject to "supplementary quarantine" does not wish to be detained, she may land at the lazaret her passengers and cargo for Brazil and proceed on her voyage. In this case she will not be allowed to enter another Brazilian port before completing the period of supplementary quarantine and undergoing close examination at the second lazaret port at which she may call.

Steamers having mail privileges, after discharging passengers and cargoes at the lazaret, may enter all ports for the purpose of receiving passengers and cargo, providing they strictly abstain from communicating with the shore.

Strict quarantine is applied to (1) infected vessels; (2) vessels on which cases of sickness have occurred of an undefined character.

Strict quarantine entails the landing of passengers and cargo at the lazarets and the disinfection of the vessel. Pratique in such cases is given only when there is no longer risk of endangering the public health.

When there is no more accommodation in the lazarets, quarantine may be purged on board the vessels.

If the number of passengers and quantity of cargo are too great to admit of regular disinfection, passengers or cargo, or both, may be transhipped to other vessels, all expenses being borne by the ship under treatment.

The term for strict quarantine will begin to count from the date of the case of infectious sickness on board: (1) When the vessel has mail privileges; (2) when the sanitary authority is satisfied that the information supplied to him is correct.

In other cases the term for quarantine will be counted from the date of landing the passengers. If, therefore, the interval between the last case and the ship's arrival in port is equal to or greater than the respective period of pestilential incubation, passengers will at once have free pratique, and the ship also if the cargo be not of a suspected nature.

Suspected cargo which has been so stowed as not to expose passengers and crew to contagion must be sufficiently disinfected before the ship can obtain pratique.

If the interval following the last case be shorter than the period of incubation, passengers will have to undergo supplementary quarantine for the days wanted to complete the period.

If a vessel on arrival have cases of pestilential sickness on board, the patients will be removed to the floating hospitals, and the terms of quarantine for the other passengers will begin to count from the date of their landing.

Suspected vessels which have performed their voyage in less time than the period allowed for incubation will also be subjected to supplementary quarantine.

A. "suspected vessel" which has been at sea for a longer period than that computed for incubation will be placed under observation and closely examined. Any suspected cargo which she may have on board will be placed in quarantine and disinfected after withdrawal of the passengers, who will be allowed free pratique.

When a vessel subject to quarantine brings passengers and cargo for different ports, she will land at the lazaret of the port of arrival only the passengers and cargo destined to that port, being free afterwards to proceed on her voyage.

Any vessel bringing passengers and cargo for Brazil which refuses to undergo quarantine or to submit to the sanitary regulations, also those which give false information on arrival or fail to pay fines imposed, will be prohibited from entering the ports of the Republic while under the same master, against whom this penalty shall be perpetual and irrevocable.

Floating hospitals will be provided for the reception of sufferers from pestilential diseases. Cases of contagious disease will be treated in isolated hospitals on shore, and patients suffering from sickness of ordinary character will be accommodated in hospitals attached to the lazarets.

Provisions, drinking water, and coal will be supplied to vessels in quarantine with all dispatch and without unnecessary administrative difficulties.

When a vessel on arrival is subjected to quarantine treatment, the director-general of health will post at the exchange of the port a notice to that effect, stating the form of treatment ordered.

Mails will be promptly and freely delivered immediately after arrival.

The privileges enjoyed by mail steamers under this regulation may also be obtained by all vessels which undertake to comply with the following requirements: (1) To strictly observe the enactments of this regulation; (2) to concede a free first-class return passage to the sanitary officer who may travel in the ship; (3) to have a doctor on board and to carry the following articles and papers: (a) an apparatus for disinfection by steam acting under pressure; (b) a stock of disinfectants and disinfecting appliances; (c) a register of medicinal supplies, showing quantity and description of medicines on board on leaving port of departure and supplementary supplies received at ports of call; (d) register of prescriptions made up during voyage; (e) hospital register containing minute particulars of each case of sickness on board and the treatment adopted; (f) list of passengers, with particulars of name, age, sex, nationality, profession, and ports of embarkation; (g) roll of crew; (h) cargo manifest; (i) not to carry more than 100 third-class emigrants.

The books specified are to be opened, initialed, and sealed on each page by the Brazilian consul at port of departure, and the sheets relating to each voyage stamped by the sanitary authority at the port of arrival.

The consular service in connection with these books will be performed gratuitously.

All the baggage of persons subjected to quarantine shall be disinfected on their admission into the lazaret, and when any member of a party under treatment is attacked by pestilential disease the disinfection of the baggage of the party shall be repeated, and the period of quarantine fixed for the party shall be renewed as from the day on which the case occurs.

Convalescents from pestilential disease shall be subjected to quarantine in floating lazarets for a term corresponding to the period of incubation prescribed for the disease by which they were attacked.

All baggage belonging to persons who have purged quarantine must be disinfected when landed.

Persons undergoing quarantine are divided into three classes, with different accommodation and treatment for each.

They will be grouped in accordance with their ships and date of landing.

They are allowed to keep in their possessions articles of value and baggage after disinfection.

The scale of charges, which is as follows, includes medical attendance and necessary medicines:

First-class passengers, each, 10 milreis * per day; second-class passengers, 6 milreis per day; third-class passengers, 2 milreis per day.

For children under 1 year of age no charge is made. Children over 1 year and under 4 years pay one-third of the scale for adults. Children over 4 years and under 12 years pay half of the scale for adults. Children over 12 years pay the same as adults.

When there is sufficient accommodation in the lazarets, persons under treatment may have the company of their friends or be attended by their own medical advisers.

ers, provided they submit to the quarantine regulations and pay the prescribed charges.

The charges on vessels and cargoes for sanitary services are as follows: Bill of health, 20 milreis; disinfecting, per 100 kilos (230 pounds) or fraction thereof: skins, hides, and live stock, 4 milreis; other susceptible articles, undefined, 3 milreis; woolen, cotton, and jute textiles, manufactures of skins and hair, 2 milreis; baggage of first-class passengers, 4 milreis; baggage of second-class passengers, 2 milreis; baggage of third-class passengers, 1 milreis.

Cost of disinfectants and wages of persons employed to be charged to the vessels treated.

The health officer of the port will visit the anchorage grounds daily, starting at 9 a. m., to see if medical services are required by any ship in harbor.

When there is any case of sickness on board a vessel, the master will hoist his ensign on the foremast as a signal.

No master may send on shore or keep on board any sick person without examination by and permission of the sanitary authority, except in cases of physical injury.

No medical man may go on board a vessel to examine and prescribe for any sick person without the permission of the sanitary authority, who must be informed of the nature of the sickness.

Should a case of ordinary sickness occur on board a vessel, the medical officer will inform the master of the fact by writing, and this communication will authorize the said master to have the patient treated on board or on shore, as he may wish.

Should the patient be sent to a hospital on shore, the master must request from the port doctor a "pass" to land him. This document will contain particulars establishing the identity of the patient and the nature of his sickness.

Without such "permit" no sick person from ships in port will be admitted into the hospitals on shore.

If any (unofficial) medical man in charge of a patient on board ship should judge it convenient to have him transferred to a hospital on shore, he should deliver to the master of the vessel a "pass," in which, in addition to the particulars mentioned in the previous clause, he will declare for what reason it is inconvenient to continue to treat the person on board.

This "pass" will substitute that required from the port medical officer referred to in the preceding clause.

The fines sanctioned by the sanitary regulations in matters relating to shipping are as follows: (1) Misstatement on arrival regarding events on board, 200 milreis; (2) concealing sick persons on board, whatever be the sickness; sending them to hospitals on land without permission of the sanitary authority; calling off a medical man without the same permission, for each patient concerned, 200 milreis; should the sickness be pestilential, for each patient concerned, 500 milreis; (3) failing to execute the disinfecting and sanitary measures ordered by the sanitary authority within the time fixed, or neglect to shift anchorage as directed, 100 milreis; (4) allowing persons not connected with the sanitary service to board and leave a vessel which has not received pratique, 200 milreis, to be repeated on each infraction; (5) shifting anchorage of a vessel not admitted to pratique without permission of sanitary authority, 200 milreis; (6) loading or discharging cargo by a vessel not admitted to pratique without permission of sanitary authority, 200 milreis; (7) omitting to bring bill of health from port of departure or ports of call, 200 milreis; (8) infraction of any "permit" given by a health authority, 200 milreis.

Such infractions of the regulations for which special fines are not provided will be punishable with fines ranging from 20 to 50 milreis, and double in cases of recurrence.

The authorities are empowered to stop the transaction of the ship's business until the fines imposed be paid.

SANTOS.

I have the honor to transmit a report on the trade and commerce of Santos for the half year ended December 31, 1897.

COFFEE.

During the six months from July 1 to December 31, 1897, receipts of coffee at this market amounted to 582,821,164 pounds, sold at from 5 to 7 cents per pound. Of this crop, during the six months ended December 31, there were exported 3,549,292 bags, leaving on that date 866,020 bags.

The export of coffee during the calendar year 1897 from Santos and Rio was:

Month.	Santos.	Rio.	Month.	Santos.	Rio.
	<i>Bags.</i>	<i>Bags.</i>		<i>Bags.</i>	<i>Bags.</i>
January.....	353,496	273,371	August.....	623,330	431,710
February.....	420,340	214,052	September.....	714,808	453,913
March.....	253,559	218,215	October.....	730,465	493,268
April.....	319,287	260,023	November.....	689,419	358,099
May.....	324,778	200,966	December.....	646,502	451,684
June.....	170,496	221,202			
July.....	373,137	310,899	Total.....	5,619,617	3,905,772

It will be seen that, compared with the rival export market of Rio, Santos is far in the lead, and of the amount shipped from Rio, 301,385 bags were of the Sao Paulo crop, transported to Rio, by the Central Railway. The other States contributed to these 3,905,772 bags as follows: Minas Geraes, 2,105,533 bags; Rio de Janeiro, 1,380,499 bags; Espirito Santo, 118,325 bags; and Bahia, 30 bags.

The world's visible supply on December 31, 1897, was 6,351,000 bags. Owing to the low price and the diminished deliveries since July 1, the indications are naturally that the invisible supply is very abundant.

Receipts of coffee, market of Santos, 1896 and 1897 compared.

Days.	January.		February.		March.		April.	
	1897.	1896.	1897.	1896.	1897.	1896.	1897.	1896.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
1.....			17,739	5,796	8,271	4,355	9,225	3,814
2.....	9,180	18,757				4,667	11,520	
3.....		8,514	18,397	4,807	12,711	4,667	7,106	
4.....	16,775	9,377	9,101	4,737	18,816	4,109		2,176
5.....	13,520		11,906	5,687	11,429	2,710	13,718	
6.....			9,814	6,278	12,745	2,949	7,197	4,058
7.....	19,397	11,314		2,364		2,667	10,195	2,695
8.....	13,519	10,755	10,205	2,775	13,437		16,483	1,750
9.....	12,601	7,180	1,132		14,786	3,304	10,140	1,911
10.....		4,520	11,551	5,192	15,080	3,154	14,208	2,122
11.....	7,845	8,115	9,280	3,872	8,197	2,416		2,342
12.....	9,147		11,392	4,215	11,993	2,576	19,283	
13.....	10,676	10,574	10,048	3,407	14,858	3,610	16,067	2,450
14.....	8,908	7,940		4,572		2,089	3,781	2,276
15.....	10,521	6,491	12,700	2,145	12,257			2,490
16.....	8,772	5,055	12,010		14,537	2,287		2,478
17.....		7,060	16,529	6,370	12,325	2,730	10,081	1,774
18.....	10,669	7,461	10,681	4,217	15,966	3,562		2,493
19.....	10,859		12,022	2,295	13,556	3,549	13,261	
20.....	21,081	7,584	9,855	5,160	11,491	3,000	9,434	2,224
21.....	15,282	6,567		2,228		3,249		
22.....	16,312	6,855	8,394	5,330	13,879		11,495	2,009
23.....	11,070	6,745	9,381		3,092	5,258	12,832	3,035
24.....		3,237			16,212	1,692	7,165	1,676
25.....		5,589	18,374	5,942		5,089		2,243
26.....	17,452		12,833	2,612	17,946	3,666	9,333	
27.....	22,778	10,644	14,947	3,280	15,110	2,034	10,222	2,864
28.....	12,136	2,923		3,779		1,344	8,418	1,728
29.....	10,422	4,597		4,229			4,805	785
30.....	16,103	5,812			15,501	2,114	6,932	1,231
31.....		7,020			17,397	3,780		
Total.....	306,605	190,736	269,211	100,780	332,670	82,060	247,991	53,604

Receipts of coffee, market of Santos, 1896 and 1897 compared—Continued.

Days.	May.		June.		July.		August.	
	1897.	1896.	1897.	1896.	1897.	1896.	1897.	1896.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
1	9,703	2,087	7,483	6,880	15,199	11,041		19,596
2		1,769	6,090	6,984	27,615	10,195	32,779	
3			3,674	5,607	17,753	7,616	31,221	30,661
4	6,390	1,951	3,940	2,141		10,349	42,180	21,796
5	4,185	2,430	2,811	4,151	18,568		39,188	24,120
6	13,242	1,396		6,178	14,768	11,965	35,339	21,851
7	6,658	2,853	5,088		22,628	15,714	31,253	18,416
8	5,973	2,295	4,295	7,915	13,500	11,919		22,071
9		2,440	6,637	4,768	26,310	14,977	36,052	
10	7,651		3,657	4,665	16,599	16,622	38,204	27,947
11	8,929	3,514	4,646	9,336		12,042	38,235	20,810
12	8,846	1,403	4,503	3,537	20,096		42,908	29,736
13				8,687	22,864	16,671	34,611	24,617
14	7,301		5,355				28,342	23,264
15	7,606	2,106	10,778	4,254	21,022	22,689		
16		7,026	5,681	8,376	22,588	15,738	38,786	
17	6,745			13,155	20,721	18,322	42,754	36,889
18	8,492	9,997	10,673	9,894		18,04	45,969	29,902
19	7,684	5,545	7,908	6,615	24,494		36,569	19,702
20	7,658	2,880		9,315	27,547	31,039	41,657	28,253
21	6,622	4,304	11,165		23,301	22,950	35,702	21,866
22	9,403	5,275	8,565	11,146	22,889	24,688		21,655
23		3,871	12,331	13,079	29,933	20,285	48,899	
24	6,013				19,449	21,237	49,342	27,051
25	3,467	4,825	14,029	14,885		17,516	40,620	29,304
26	7,520	8,822	12,459	5,120	20,449		37,788	33,788
27		6,066		10,222	28,258	10,289	43,946	26,005
28	4,865	7,168	10,140		34,001	31,453	44,780	30,742
29	6,070	6,968			29,350	21,747		25,734
30		5,256		21,507	35,113	22,842	52,674	
31	3,092				34,156	26,796	53,002	84,110
Total	165,620	101,245	161,808	609,262	609,262	473,992	1,032,870	641,264

Days.	September.		October.		November.		December.	
	1897.	1896.	1897.	1896.	1897.	1896.	1897.	1896.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
1	40,670	30,297	33,085	24,298			24,763	28,962
2	40,760	29,096	35,488	32,214			22,406	25,730
3	18,583	21,252		25,159	31,483	31,649	18,142	25,960
4	376	26,307	32,419		28,591	20,893	16,501	27,874
5		24,800	29,232	32,326	29,898	38,950		10,267
6	74,314		23,190	28,008	29,135	33,798	11,900	
7			40,531	24,479		29,100	19,906	18,496
8		43,843	31,552	26,977	27,486			
9	82,338	29,816	31,334	21,287	24,554	22,888	17,543	24,218
10	36,524	32,946		21,774	26,305	24,095	22,088	13,526
11	30,368	31,926	29,340		25,544	24,336	19,106	22,718
12		27,762			25,879	32,885		14,942
13	56,265		28,000	24,460	19,680	27,264	16,129	
14	43,132	29,390	29,837	23,117		16,001	25,005	20,685
15	36,167	27,244	25,693	23,709			13,685	16,383
16	43,642	24,938	38,473	20,126	23,667	27,093	18,673	20,635
17	40,431	27,897		32,030	29,528	30,831	17,305	12,200
18	41,481	27,041	44,575		40,105	34,150	13,924	8,940
19		27,800	38,187	38,784	27,009	28,627		19,334
20	37,586		35,919	32,413	20,808	37,500	15,282	
21	7,304	20,820	32,852	29,357		24,129	20,179	20,132
22	33,410	23,101	40,795	23,912	26,179		16,175	15,198
23	45,191	28,256	29,017	28,412	28,643	27,191	19,943	13,419
24	42,176	29,446		26,371	17,344	21,653	16,045	14,818
25	37,237	34,482	33,882		24,311	21,186		
26		33,622	30,829	33,795	15,340	25,661		13,033
27	34,775		28,336	17,683	19,929	28,974	19,132	
28	28,766	25,073	36,686	10,456		33,948	19,472	21,011
29	36,202	33,207	33,207	21,189	11,547		17,934	18,234
30	36,175	33,493	26,017	18,230	19,287	26,337	21,738	10,706
31				29,141			9,707	8,417
Total	929,861	711,468	818,436	664,804	572,256	650,118	452,133	450,199

Exports of coffee July 1 to December 31, 1897.

Destination.	July.	August.	Septem-ber.	October.	Novem-ber.	Decem-ber.	Total.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
Hamburg	92,771	214,172	167,408	187,535	126,730	177,702	966,816
New York	75,296	117,354	117,535	112,382	142,875	154,127	719,568
Havre	92,997	88,321	155,132	119,010	138,520	70,202	664,183
Rotterdam	23,872	68,354	54,292	93,457	81,491	82,781	404,247
Antwerp	19,109	49,394	79,673	84,503	92,440	56,632	351,751
Trieste	23,175	43,651	65,658	87,168	50,831	38,984	309,417
Geneva	7,689	9,919	12,714	11,451	11,493	6,399	59,666
Marseilles	8,050	6,750	9,250	10,270	9,568	3,910	47,798
Bremen	581	3,659	18,825	3,972	9,750	6,350	43,127
London	3,653	5,191	12,740	6,166	3,022	6,754	37,526
Copenhagen	3,750	5,250	7,475	9,625	.....	7,000	33,100
Canal .....	.....	.....	.....	15,000	11,000	5,000	31,000
Venice	780	5,000	4,250	5,000	3,875	8,250	27,135
New Orleans	1,456	1,350	4,137	.....	3,447	2,700	13,090
Rio de Janeiro	4,567	350	452	7,197	.....	966	13,532
Alexandria	3,260	500	.....	1,250	2,500	5,000	12,500
Falmouth .....	.....	.....	.....	.....	.....	11,300	11,300
Bordeaux .....	.....	2,922	2,150	1,589	.....	2,612	9,273
Baltimore	8,500	.....	.....	.....	.....	.....	8,500
Fiume	600	.....	2,006	2,750	250	.....	5,506
Beirut .....	.....	250	500	250	750	.....	1,750
Naples	42	.....	043	282	063	086	516
Stockholm .....	.....	.....	.....	500	.....	.....	500
Salonica .....	.....	.....	.....	500	.....	.....	500
Algiers .....	.....	.....	.....	.....	125	250	375
Sundry	110	170	010	010	154	187	641
Coast	3,010	773	560	598	535	826	5,802
Total	378,137	623,330	714,808	730,465	689,419	647,468	3,778,627

RÉSUMÉ.

	<i>Bags.</i>
Europe	3,018,135
United States	741,158
Rio de Janeiro	13,532
Coast	5,803
Total	3,778,627

According to the Bureau of Statistics of the Treasury Department, Brazil supplies about 66 per cent of coffee consumed in the United States. The coffee is invoiced at Rio de Janeiro, Santos, and Victoria, the last named being the port of the State of Espiritu Santo, and a place of some importance.

The duty on coffee in France, as has already been stated, is almost prohibitive of its entry, being 1.56 francs per kilogram (30 cents per 2.2046 pounds), or about three times the cost. It is said to be occupying the attention of the Brazilian foreign office, and efforts are being made to secure action by the French legislature which may result in the abolition of this heavy customs duty and permit the free entry of coffee at the ports of France. The following, from the *Petit Parisien* of December 6 last, contain matter of interest:

The enormous quantity of coffee produced in the world is not generally known. Last year, the total production amounted to a billion of tons, of which Brazil furnished 520,000 tons, Central America and Mexico 130,000 tons, Java and Sumatra 80,000, Haiti and San Domingo 50,000, Cuba and Puerto Rico 37,000, and British India 40,000.

The crop is increasing each year. In South America, the cultivation of coffee is so lucrative that it has resisted the abolition of slavery, which deprived it of well-nigh gratuitous labor.

In the State of Sao Paulo, there are so many plantations that the Government has sent a commission to Russia to make a propaganda for its introduction.

Extraordinarily rich in caffeine, the coffee tree of Sao Paulo commences to bear at the age of four years and continues up to twenty years with increasing production. At from thirty to forty years, there is a falling off, and at the latter age a new tree is substituted. The coffee tree makes small demand; ordinary fertilizers suffice. It grows in long rows, the intervals being planted with cereals, needing only a slight protection from sun and cold.

Our Government has already attempted to acclimate it to Algeria, but M. Rivière, the sage director of the experimental garden of Hamma, has demonstrated, with an exuberance of detail, that coffee can not resist Algerian winters, even in the most favored localities. The result is certainly not the same in Madagascar, nor in New Caledonia, where coffee trees are yielding marvelously.

There is left still another part of our colonies where this culture is certain to meet a great extension, viz, the west coast of Africa, where experiments are being conducted on a large scale. The same thing is being done by the Belgians of the Congo. It has been shown in Europe that Liberian coffee, planted by the free negroes of that Republic, is unequalled, and of all the most durable and fecund.

The cultivation of coffee yields a revenue far beyond that of other industries. In Brazil, a tree produces 18 kilos (39 pounds) of berry. The plantations are true gold mines. There are "fazendas" where four to five thousand laborers are employed, and that represent a capital of from ten to twelve millions of francs (\$2,000,000).

But the French continue to purchase for 112,000,000 francs (\$21,616,000) the privilege of drinking coffee. Why not increase its consumption, so that in place of costing 2 to 3 francs per kilogram (36-57 cents per 2.2 pounds) it would cost 90 centimes (17 cents), as in London?

Movement of exchange at Santos for the year 1897.

Days.	January.		February.		March.		April.		May.		June.	
	Bank.	Priv.	Bank.	Priv.	Bank.	Priv.	Bank.	Priv.	Bank.	Priv.	Bank.	Priv.
1			8½	8½	8½	8½	7½	8	7½	7½	7½	7½
2	8½	8½	8½	8½	8½	8½	7½	8	7½	7½	7½	7½
3	8½	8½	8½	8½	8½	8½	7½	8	7½	7½	7½	7½
4	8½	8½	8½	8½	8½	8½	7½	8	7½	7½	7½	7½
5	8½	8½	8½	8½	8½	8½	7½	8	7½	7½	7½	7½
6			8½	8½	8½	8½	7½	8	7½	7½	7½	7½
7	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
8	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
9	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
10			8½	8½	7½	8	7½	8	7½	7½	7½	7½
11	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
12	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
13	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
14	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
15	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
16	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
17			8½	8½	7½	8	7½	8	7½	7½	7½	7½
18	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
19	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
20	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
21	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
22	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
23	8½	9	8½	8½	7½	8	7½	8	7½	7½	7½	7½
24			8½	8½	7½	8	7½	8	7½	7½	7½	7½
25			8½	8½	7½	8	7½	8	7½	7½	7½	7½
26	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
27	8½	9	8½	8½	7½	8	7½	8	7½	7½	7½	7½
28	8½	9	8½	8½	7½	8	7½	8	7½	7½	7½	7½
29	8½	8½	8½	8½	7½	8	7½	8	7½	7½	7½	7½
30	8½	9	8½	8½	7½	8	7½	8	7½	7½	7½	7½
31			8½	8½	7½	8	7½	8	7½	7½	7½	7½

Movement of exchange at Santos for the year 1897—Continued.

Days.	July.		August.		September.		October.		November.		December.	
	Bank.	Private.	Bank.	Private.	Bank.	Private.	Bank.	Private.	Bank.	Private.	Bank.	Private.
1	7 $\frac{1}{2}$	7 $\frac{1}{2}$			7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$			7 $\frac{1}{2}$	7 $\frac{1}{2}$
2	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$			7 $\frac{1}{2}$	7 $\frac{1}{2}$
3	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
4	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
5	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
6	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
7	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
8	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
9	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
10	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
11	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
12	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
13	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
14	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
15	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
16	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
17	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
18	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
19	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
20	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
21	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
22	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
23	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
24	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
25	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
26	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
27	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
28	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
29	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
30	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
31	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$

The slight difference between bank and private paper will be noted.

The state of the exchange market on December 31, 1897, may be gathered from the rates posted by two of the leading banks here on that day:

LONDON AND BRAZILIAN BANK.

London	7 $\frac{1}{2}$ to 6 $\frac{1}{2}$
Paris	13.57 13.74
Hamburg	16.76 16.97
Lisbon and Oporto	5.26 5.31
Montevideo	73.96
Italy	13.37
New York	72.40
Spain	

BRASILIANISCHE BANK FÜR DEUTSCHLAND.

Berlin	16.75 to 16.97
Hamburg	16.75 16.97
London	7 $\frac{1}{2}$ 6 $\frac{1}{2}$
Paris	13.57 13.75
Italy	13.40
New York	71.90
Portugal	5.39

Pound sterling, 34,500 milreis, with good demand.

Interest on deposits: Three months' rate, 3 $\frac{1}{2}$ per cent per annum; four months' rate, 4 per cent per annum; six months' rate, 5 per cent per annum.

How lucrative banking in this part of the world is may be seen in the following précis of the late meeting of the stockholders of the London and River Plate Bank in London. The chairman stated that the reserve fund amounted to £1,000,000; that the report showed that net profits, deducting bad debts and £49,136 discount of interest on drafts not due, amounted to £235,880, including £24,403 brought forward

from the previous year; that the committee recommended the distribution of a dividend of 13 per cent, which, with the temporary dividend declared in June, made a total of 20 per cent for the year; that in the statement of profit and loss, there was a diminution of £6,000, while £5,000 were passed to the benevolent and pension fund, which amounted to £50,880; that, considering the multiple perturbing influences in Argentina, Uruguay, and Brazil, the results appeared satisfactory. In Argentina, business suffered from locusts, droughts, and frosts; Uruguay had been convulsed by a revolution, and Brazil disturbed by political and financial troubles.

SHIPPING.

Movement of the port of Santos during the year 1897:

Classes.	Entrances.	Clearances.
Steamers.....	915	905
Ships (full rigged)	14	14
Barks	102	107
Brigantines	41	35
Schooners	118	104
Total	1,196	1,179

Of passengers, 35,411 entered, 37,374 cleared; in transit, 32,932. On December 31 there were anchored in harbor 31 craft all told.

Not one of these 900 steamers bore the American flag, and although we purchase about one-quarter of the Santos crop annually, the freights support foreign steamship lines.

Of American sailing vessels, there were 22 entrances and clearances. Several of these brought hay cargoes from Rosario (Argentine Republic). The number shows an increase over years immediately preceding.

During the year, a line of royal mail ships under the Portuguese flag (Mala Real Portuguesa) has been established between the mother country and Brazilian and River Plate ports, with the object, as set forth in the prospectus, of reaching new markets for Portuguese goods, of building up the merchant marine, and of strengthening the ties that bind Portuguese residents here to the home country.

The closeness of the connection between this and European ports may be shown by the advertised sailings of the well-known Floriano & Rubattino line—in February, three sailings; March, four sailings, and April, four sailings.

It is to be hoped that an American steamship line may be put in this service. The United States, with its large trade here, ought to be abreast of Portugal.

The conditions are certainly far more favorable than in the days when John Roach essayed the experiment of the ill-fated United States and Brazil line, and the attempt can be made in a more modest way. Government aid must be forthcoming at first. After ten years, which is a short time in the life of a successful venture of this kind, such help could be dispensed with, and there is no doubt that at the end of such a period, and possibly sooner, the line would be self-sustaining. The diversion of trade that has followed the establishment of the Red D line at Venezuela furnishes a conclusive argument in favor of such an enterprise.

From a commercial point of view, and unless other purely naval reasons control, our smaller vessels belonging to the South American

squadron might well be seen at these ports. English and French men-of-war have visited Santos during the year, the latter bringing the French minister. There are seasons when Santos can be visited with entire safety. If some critics ask whether men-of-war help sell goods, I say unhesitatingly, yes. English men-of-war constantly cruise, visiting ports from Port Stanley (Falkland Islands) to Pernambuco, and are seldom seen long at a time at station headquarters. The *Detroit*, which visited Santos in 1894, is the only national vessel bearing our flag that has been here in the memory of the oldest inhabitant.

IMMIGRATION.

The movement of immigration during the year 1897 was as follows:

January	4,763	August	1,890
February	6,301	September	5,154
March	9,172	October	7,796
April	6,066	November	7,235
May	4,149	December	7,097
June	4,381		
July	1,796	Total	65,911

Rates of wages are low here for labor, particularly unskilled.

		Milreis.	
Laborers	per day..	5	= \$0.70
Domestics	per month..	50 to 80	= \$7.00 to 11.00
Mechanics	per day..	10 12	= 1.40 1.68
Factory hands	do.....	3 5	= .42 .70
Clerks, stores	per month..	80 200	= 11.00 28.00
Bookkeepers	do.....	250 800	= 35.00 112.00
Railway conductors	do.....	150	= 21.00
Railway engineers	do.....	250	= 35.00

Of course, bookkeepers that earn 800 milreis occupy positions hard to attain. Some locomotive engineers on the São Paulo Railway (English) are well paid, being under gold contracts, while their earnings are high, estimated in the depreciated and ever-depreciating milreis in which their expenditures are calculated and made.

I must again warn Americans not to come to Brazil. The consulate is ever in receipt of an increasing number of inquiries from Americans who would apparently go anywhere on the earth to better their condition. In exceptional cases, exceptional men may be able to do this outside the United States, where I am aware that the price of farm produce has been low, but I have yet to visit a country on the east coast of South America where the average American citizen can be expected to do better than at home. The words of Consul Matthews, of Para, under date of November 16, 1896 (see Consular Reports, No. 196, p. 137), are precisely applicable here.

An American dentist has located here this week, and there are 14 of his fellows at the city of São Paulo. The field is occupied.

GENERAL REMARKS.

This report leaves Santos with low prices for coffee prevailing and the rate of exchange low beyond compare, while prospects favor a large coffee crop, which will probably further depress prices. It is not popular here to be a bear on coffee, and a prominent house, to which was attributed a telegram said to have been the cause of the late decline in foreign markets, has denied the authenticity of the cable and threatened prosecution of the offender guilty of coupling its name therewith. This feeling, akin to that actuating growers of wheat in our Northwest

against short sellers, is not unnatural when we consider how closely the welfare of this advancing State is connected with its staple product. It is not likely that attention will be paid to production in other lines. Sao Paulo can never be a wheat State. I hear it said that garden truck grows too rank, cabbages, for example, being heady. Potatoes are imported, and will continue to be. Rice might be grown, but, as I have said, coffee will retain its ascendancy.

The State railways have not been leased, but a loan of £2,000,000 is said to be on the eve of being launched abroad. Nothing but the most heroic remedies could bring about a rise in exchange, and even then, an advance would probably be only temporary. And yet Brazil is really a marvelously rich country. It produces the great staples of rubber, sugar, and coffee, and has mineral resources and agricultural lands and every variety of climate from Amazonian Brazil to Rio Grande do Sul, where the thermometer falls to 5° below zero, according to a book on that province recently published. In this vast territory, there is room for every enterprise. The coast is beginning to become Europeanized to a degree, and this influence follows the lines of communication into the interior. Immigration pours in in a steady stream, which ensures the populating of the waste places. Fiorita & Co., which firm has been to the front in securing contracts from the Sao Paulo authorities for the introduction of Italian immigrants, has published an address to the planters exhibiting the advantages of Japanese labor in coffee growing. I hear little of this enterprise now, and think that not much will come of the movement.

ADVICE TO UNITED STATES EXPORTERS.

As regards imports of American goods, nothing can be said, as no import statistics are attainable. This lack of statistics, it may be said in passing, is soon to be remedied, according to the promises of the "powers that be." I have no idea how we stand relatively, but my impression is that we sell more each year. The testimony of masters of Lamport & Holt and Prince line ships trading here is to that general effect. A good many travelers have visited this district during the year. They have in some cases, such as bicycles, located agencies in Sao Paulo and are in a way to do business. An agent of a Philadelphia house is now here for the sale of Pocahontas coal, but I am not informed as to the success achieved. This, as I have often said before, is the only method of getting business productive of results. Correspondence with consulates, such as the regulation letter, of which this office is a large recipient, asking names of dealers and seeking consular aid, is of very slight efficacy. The consul, by the aid of the local directory and of his stock of private information, sends such a list and tenders services. Letters follow between the American firm and the people here, and probably catalogues are forwarded. Such procedure is fruitless in results everywhere that I have served in South America.

What is wanted is a traveler, who should be an educated gentleman, of good address, who speaks Portuguese, and who, with pertinacity and suavity, will talk these people into buying, say, American Eagle pencils, when if left to themselves they would buy Fabers, "made in Germany." In that way, an entrance may be made and a market created. The subject is, however, hackneyed, and has been treated in almost every number of the Consular Reports since the initiation of their publication in 1880.

General information, such as it is the aim of the Bureau of the Amer-

ican Republics and the National Association of Manufacturers to supply, is, of course, extremely valuable in its way, if used for what it is worth by active business men. There probably does not exist such another collection of contemporaneous trade figures, etc., as that contained in our Consular Reports and Commercial Relations, but they are meant to be merely aids to our intelligent and enterprising merchants.

Our import trade here lies in specialties—lumber, kerosene, certain lines of machinery, locomotives, etc. As somebody says in a recent number of Harper's Weekly with regard to our trade with China, "Europe gets the cow and we the hide." It is not in our markets that general and miscellaneous merchandise is sought, nor will it be as long as the large import houses and agencies of steamship lines are in European hands. I do not think there is a single American importer in this great district, comprising the hundreds of thousands of square miles of the provinces of Sao Paulo, Santa Catharina, Parana, and Rio Grande do Sul.

We hear much of these markets belonging "naturally" to us. As a general proposition, referring to the aggregate of the nations lying to the south of the Rio Grande, this is true, and of those nations in touch with the spirit of an American continental policy, it is truer still. But we must not forget that the east coast of South America, from Brazil south, is quite as near Europe as to the United States. For example, Pernambuco is about equally distant from New York and all western European ports, from Liverpool to Vigo (Portugal). Indeed, the distinguished reactionary writer and publicist, Eduardo Prado, essays to prove in his book on the American Illusion (*Ilusio Americano*), a violent attack on Pan-Americanism and the general foreign policy of the United States toward American questions, that Brazil belongs physically not to the American group of States at all, but rather to the continent of Europe, whose sons and wealth are now completing her sociological development. All adherents of the old order and all European influences are fearful of the influence of the United States in the New World, and will oppose at every turn any American commercial policy initiated by us.

FRANK D. HILL, *Consul*.

SANTOS, *January 10, 1898.*

SUPPLEMENTARY REPORT.

Under date of January 14, 1898, Consul Hill sends the following list of imports, showing the countries which furnish same:

England.—Anvils, axes, belting, box iron, bolts and nuts, cutlery (nearly all), cassava pans, coffee mills (two-thirds), cooking pots, copper goods, carpenters' tools, planes, gimlets, chisels, emery cloth and paper, engineers' tools, barbed wire, galvanized buckets, hinges, chains, miners, fitters, and carpenters' hammers, enameled and cast-iron hollow ware, bar, hoop, sheet, and galvanized iron, gas fittings, sheet and pig lead, locks, horseshoe nails, linseed oil, red and white lead, paint brushes, pulley blocks, pickaxes, steam and power pumps, pipe and boiler tubes, padlocks, rakes, rubber goods (mainly), saddlery (mainly), screws, brass and iron, saltpeter, spelter, spoons and forks, steel bars, plates and sheets, tin basins, tinned and cast-iron hollow ware, trays, varnishes, vices, yellow metal, white metal for casting, such as babbitt boxes, electric light and spinning machinery, hardware (mainly), trouserings (less), gingham and checks (less), basils, boat elastics, boot tapes, boots

and shoes, hats (mainly), biscuits, hams, butter (little), groceries (mainly), gin, Guinness's stout, tea (mainly), jewelry and watches, writing paper, and coal.

France.—Anvils, brass goods, coach makers' bolts and nuts, files, wire nails, paint brushes, hand pumps, padlocks, brass and iron screws, tin and iron spoons and forks, coffee strainers and machines, trays, distilling and sugar machinery (mainly), leather goods, white and varnished calfskins, chamois leather, hats, biscuits, cheese, wines, candles, jewelry and watches, writing paper, carriages (best grades), earthen and glass ware.

Germany.—Axes, brass goods, inferior grades bolts and nuts, cheap scissors and penknives, carpenters' tools, emery cloth and paper, engineers' tools (few), fence materials, including barbed wire, chisels, files, locks, mules' shoe nails, paint brushes, hand pumps, pipe and boiler tubes (few), padlocks (few), rakes, rubber goods, brass and iron screens, spoons and forks, cooking utensils, biscuits, pigskins, matches, tin coffee strainers, and woolen goods (mainly).

Belgium.—Axes, barbed wire, red and white lead, zinc (all), leather goods.

United States.—Axes, Collins's (mainly), box irons (few), table knives (few), electroplated goods (mainly), files and wrenches (few), barbed wire, iron hinges, lamps, locks, mixed and ships' paints, plows (all), pumps, rubber goods, weighing machines, varnishes, electric-light material, hardware (little), flour, biscuits (few), bacon, butter, lard (monopoly), salt beef and pork (monopoly), beer, and coal.

Brazil makes some belting, coffee machinery, lead piping and shot, wire nails (nearly all), common paint brushes, varnishes, heavy and coarse cotton goods, woolen goods, baizes, cloths and blankets, sole leather, saddles, men's boots and shoes, slippers, hats, flour, beer, mineral waters, and carriages.

In the three great items of machinery, cotton goods, and coal, England is far in the lead as a source of supply. In felted goods, fur hats, and boots and shoes, she is predominant also. Germany pushes her in cutlery, and in woolen goods, has a monopoly. Butter was supplied in 1895 as follows:

	Cases.
France	58, 358
Italy	3, 748
United States	716
Other sources	5, 360
Total	68, 182

Jerked beef, besides the production of Southern States, comes from River Plate, as also one-half of cattle annually consumed. Most of the imported beer comes from Germany, and a vast amount is brewed here. For example, the "Antarctica" and "Bavaria" (light beers) have large plants. Imports were, in 1894—

	Cases.
England	6, 136
Germany	38, 818
United States	9, 309
Total	54, 263

Almost all the tea consumed is from England. Wines are of Italian, French, Spanish, and Portuguese origin.

Imitations of Apollinaris and the most famous mineral waters of the Continent are sold here with foreign labels. The products are miserable. A native water also finds a sale here.

About half a million tons of coal are imported each year. Of this, 6,000 tons come from the United States.

The following, from the manifest of the English steamer *Rosse*, arrived at Santos December 13, shows the character of merchandise shipped from England, Belgium, and Portugal:

From London: Telegraphic material, telegraphic instruments, cutlery, envelopes, handles for hammers, lead piping, lamps, iron goods, electric-light material, copper wire, cement, writing paper, grindstones, pumice stone, gimlets, iron screws, copper burs and nuts, coffee machines, boots and shoes, tooth brushes, books, cloth, water registers, antimony, water sprinklers, varnish, paint, oxide of iron, tin, ink, cocaine, chloroform, glycerin, ammonia, camphor, pharmaceutical articles, cognac, olive oil, saltpeter, glue, gas fittings, glassware, silverware, blotting paper, articles for office use, brushes, leather goods, wire, leather pipes, tubing for railway, and samples.

From Antwerp: Cartouche, printing paper, jute, chains, iron spoons and forks, old books, zinc, iron goods, steel, writing paper, envelopes, bundles of iron, cotton goods, cement, old boxes, nails, axles, cloth, screws.

From Oporto: Wine, cognac, onions, chestnuts, mineral water, figs.

The French steamer *Ville de Rosario*, arrived on December 12, brought:

From Havre: Furniture, porcelain, faience, laces and ribbons, needles and pins, screw-drivers, leather goods, artificial flowers, potatoes, cognac, candle wicks, chloroform, silks, bicycles, printers' ink, felt and hat materials, wool for embroidery, pharmaceutical articles, woolen and cotton cloth, glue, straw hats, perfumery, wines, sponges, carpets, ready-made clothing, cigars.

From Lisbon: Wines.

The Italian steamer *Minas*, entered December 12, brought from Genoa: Fernet, salted olives, beans, wines, machinery, cheese, tomato, preserves, butter, anchovies, fence posts, linen, figs, groceries, dried fruits, bacon, sausage, garlic, onions, straw, perfumery, pickles, vermouth, pieces of machinery, cotton goods, canvas, instruments of music, condensed milk, bitters, wrapping paper, steel combs, books, school globes, drugs, printed matter, guns, rope, 4,000 pounds sterling.

The Italian steamship *Matto Bruzzo*, arrived December 27, brought, in addition to cargo from Genoa, the following from Barcelona: Wines, onions, garlic, wheat bread.

The English steamship *Castilian Prince*, entered January 9, brought from New York (manifest transcribed textually, marks, etc., omitted): 10,000 bags of flour to Matarazzo (Sao Paulo); 5 cases household goods to J. Levy Freres & Co. (Sao Paulo); 2,000 barrels lard to Bento de Souza & Co.; 14 parcels Florida water and drugs to Baruel & Co. (Sao Paulo); 1 case drugs to Sotto Mayor & Co. (Sao Paulo); 1 case printed music to order; 5 cases school books and supplies to A. Waddell; 2 cases lamps to the gas company (Sao Paulo); 1 case of glassware, 1 case plated ware to Seite & Co. (Sao Paulo); 9 packages plated ware, 2 packages glassware, and 7 cultivators to E. Evans (Sao Paulo); 12 boxes of cultivators to Companhia Mechanica Importadora (Sao Paulo); 2,500 bags flour, London and Brazilian Bank, Limited; 50 cases bacon to J. Menu Marque; 60 cases bacon to Pires, Matto & Co.; 500 barrels lard to Brunet & Sloveras; 50 cases bacon to L. Mello & Co.; 100 barrels lard to order; 1 basket sundries to order; 100 barrels lard to R. Sobrinho & Co.; 50 cases bacon to Miranda & Co.; 100 cases lard to order; 2 cases furniture to Lion & Co.; 5 cases hard-

ware to A. Felix & Co.; 500 barrels lard to L. Baumann & Co.; 19 parcels bicycles to Antonio Pereira & Co. (Sao Paulo); 200 bundles wire and 5 barrels of fence nails to order; 500 barrels of flour to order; also to order 5,500 barrels flour, 15 parcels wrapping paper, 100 parcels wrapping paper; 6 cases pumps to Comp. Mech. Imp. (Sao Paulo); 500 barrels lard to order; 100 cases petroleum, Comp. Mech. Imp. (Sao Paulo); 3 cases blotting paper to order; 100 cases shrimps to order; 300 barrels lard to order; 143 parcels iron piping to R. Wull; 51 parcels hardware, Comp. Mech. Imp. (Sao Paulo); 1 case guns and 17 parcels iron scales to Lebre Bros. & Co. (Sao Paulo); 1,000 barrels lard to Belmarço & Co.; 1 parcel furniture to Gaffré, Guill & Ribeiro; 8 cases lamps and electrical goods, 4 parcels wire, 100 cases gasoline, and 2 cases pianos and organs to Zerrenner, Bulow & Co.; 5 cases wheels to Virrato, Carrea & Co.; 50 cases lubricating oils to Richter, Brenne & Co.; 3 cases electrical goods to municipality of Poços de Caldas; 2,000 bags flour, 1,000 bundles of wire, 20 barrels fence nails, 1 parcel screw-drivers to Hasanclever & Co.; 7 cases bicycles to order; 1,000 barrels lard to order; 21 cases paper to F. Hamsmet (Sao Paulo); 1,004 bags flour to order; 997 bags flour to order; 226 cases canned goods, 2 cases cotton-seed oil, 26 barrels oil, 100 bundles wire, 2 barrels fence nails to C. Sampaio Rodriguez; 1,000 bundles wire, 20 barrels fence nails, 140 barrels fence nails to order; 1,000 bundles wire, 20 barrels fence nails to A. Rutto; 1 parcel samples to A. Trommel & Co.; 1 parcel samples to J. Levy Freres & Co.; 1 parcel samples to Belmarço & Co.; 1 parcel samples to Cesario Ramalho Silva.

These extracts show, without comment, sources of supply of merchandise received here, and, in the case of goods from the United States, the names of firms handling same.

DECLARED EXPORTS, BRAZIL.

Value of exports declared for the United States at the several consular offices in Brazil during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
BAHIA.					
Carbons.....				\$121.84	\$121.84
Coffee.....	\$146,191.00	\$885,267.38	\$412,610.22	301,158.80	1,745,228.00
Cocoa.....	51,502.47	160,523.50	38,971.26	1,823.15	252,820.38
Diamonds.....		357.98		1,623.02	1,886.00
Feathers.....	510.05	932.51	4,099.14	435.32	5,977.02
Hides.....				8,169.52	8,169.52
Hair.....				25.66	25.66
Rosewood.....		9,463.64	6,610.68	697.91	16,772.23
Rubber.....	21,898.66	15,926.47	6,936.30	7,299.87	52,049.30
Skins.....	26,526.05	15,727.55	46,582.02	53,296.82	142,134.94
Sugar.....		11,872.45	20,479.50		32,351.95
Watch dials (gold and silver).....	900.90				900.90
Total.....	247,517.73	1,100,071.48	536,289.12	874,056.41	2,287,938.74
CEARA.					
Feathers.....			789.00	417.45	1,206.45
Hides.....		22,260.98		16,200.00	38,460.98
Rubber.....			222.50		222.50
Skins.....	139,669.50	155,411.24	271,582.	568,248.60	1,184,912.15
Wax.....	12,693.70	43,717.62	32,304.92	22,715.87	111,432.11
Total.....	152,363.20	221,389.84	304,896.23	607,561.92	1,286,234.19
MACKIO.					
Sugar.....					554,291.00

Value of exports declared for the United States at the several consular offices in Brazil during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
PARA.					
Balsam copaiba		\$4, 130. 00	\$3, 198. 00		
Beans, cacao and tonka		350. 00	6, 346. 00		
Feathers:					
Egret		17, 670. 00	5, 005. 00		
(Ostrich			735. 00		
Guavana		210. 00	490. 00		
Nuts, Brazil		5, 010. 00	20, 755. 00		
Rubber		2, 935, 450. 00	3, 463, 960. 00		
Skins:					
Deer		3, 850. 00	4, 050. 00		
Crocodile			10. 00		
Sundries		210. 00	170. 00		
Total.....	\$1, 885, 640. 00	2, 966, 880. 00	3, 504, 719. 00		
PERNAMBUCO.					
Brazil wood				\$350. 73	\$550. 73
Castor-oil seed		6, 901. 64	4, 610. 20		11, 571. 84
Feathers, ostrich	221. 74	355. 63	993. 58	303. 26	1, 874. 21
Hides:					
Dry salted		47, 092. 85	42, 372. 42	36, 279. 90	125, 745. 17
Green salted		15, 668. 64			15, 668. 64
Leather rags	194. 40				194. 40
Rubber	1, 404. 54	1, 676. 70	583. 20	1, 627. 36	5, 491. 80
Skins	224, 387. 23	181, 171. 38	213, 006. 56	342, 725. 50	961, 892. 67
Sugar		809, 865. 63	704, 732. 66		1, 514, 598. 29
Tires, car-wheel	347. 57				847. 57
Wax, carnauba	4, 566. 09		7, 514. 30		11, 880. 39
Total.....	231, 121. 57	1, 062, 792. 47	974, 214. 92	381, 486. 75	2, 649, 615. 71
RIO DE JANEIRO.					
Coffee	7, 339, 443. 65	8, 915, 183. 98	6, 604, 282. 12	5, 224, 377. 57	28, 382, 887. 32
Manganese ore			30, 271. 16	41, 214. 15	71, 485. 31
Orchids	210. 20				210. 20
Palm seed		1, 601. 58	3, 553. 53		5, 155. 11
Preserved fruit		245. 70			245. 70
All other			22. 66		22. 66
Total.....	7, 339, 253. 86	8, 917, 031. 26	6, 638, 129. 47	5, 265, 591. 72	28, 160, 009. 31
RIO GRANDE DO SUL.					
Glue stock	13, 412. 92	1, 382. 70	11, 299. 13	3, 343. 94	29, 438. 69
Hair	6, 038. 23	27, 705. 62	48, 043. 69	17, 616. 79	99, 404. 33
Hides, dry		68, 667. 80	86, 058. 55	39, 952. 78	194, 679. 13
Horn piths	900. 97	115. 09	32. 96	69. 59	1, 118. 61
Sounds	110. 79	56. 96	853. 34	830. 79	1, 381. 88
Wool	265. 35	16, 497. 68	29, 660. 06	968. 02	47, 391. 11
Total.....	20, 728. 26	114, 425. 85	175, 977. 73	62, 281. 91	373, 413. 75
SANTOS.					
Coffee	2, 364, 581. 10	6, 403, 021. 80	5, 315, 456. 92	3, 947, 351. 44	18, 030, 411. 26
VICTORIA.					
Coffee	400, 282. 86	559, 404. 00	729, 238. 00	548, 691. 78	2, 237, 616. 64
RECAPITULATION.					
Bahia	247, 517. 73	1, 100, 071. 48	536, 289. 12	374, 059. 41	2, 257, 937. 74
Ceara	152, 363. 20	221, 389. 84	344, 899. 23	607, 581. 92	1, 286, 234. 19
Maceio		86, 839. 88	467, 451. 12		554, 291. 00
Para	1, 185, 640. 00	2, 966, 880. 00	3, 594, 719. 00	2, 552, 406. 00	10, 209, 645. 00
Pernambuco	231, 121. 57	1, 062, 772. 47	974, 214. 92	381, 486. 92	2, 649, 596. 88
Rio de Janeiro	7, 339, 253. 86	8, 917, 031. 26	6, 638, 132. 47	5, 265, 591. 72	28, 160, 009. 31
Rio Grande do Sul	20, 728. 26	114, 428. 85	175, 977. 73	62, 281. 91	373, 416. 75
Santos	2, 364, 581. 10	6, 403, 021. 80	5, 315, 456. 92	3, 947, 351. 44	18, 030, 411. 26
Victoria	400, 282. 86	559, 404. 00	729, 238. 00	548, 691. 78	2, 237, 616. 64
Total.....	11, 941, 488. 58	21, 431, 839. 58	18, 646, 378. 51	13, 739, 451. 10	65, 759, 157. 77

¹ Estimated, in the absence of returns.

CHILE.

In compliance with the State Department's circular of the 10th August last, I have the honor to transmit a statement showing the declared value of exports from this consular district to the United States for the year ended December 31, 1897, and a résumé, published by the Chilean Times, of this city, respecting the trade of Chile for the year 1896 and for the half of 1897.

The values of the imports and exports mentioned in said résumé are given in an imaginary dollar of the value of 38 pence sterling, while the actual gold dollar, as established by law, is of the value of 18 pence, equivalent to 36 cents, United States currency.

The short time I have resided in Valparaiso (three months) and the difficulty in opportunely obtaining commercial statistics in this city, will explain any want of completeness that may be observed in the present report.

JOHN F. CAPLES,
Consul.

VALPARAISO, January 20, 1898.

Declared value of exports from the consular district of Valparaiso to the United States during the year ended December 31, 1897.

Articles.	Quarter ending—				Total.
	Mar. 31.	June 30.	Sept. 30.	Dec. 31.	
Argols .....	.....	.....	\$1,583.49	\$1,310.53	\$2,844.02
Iodine .....	.....	\$6,214.21	.....	.....	6,214.21
Silver ores .....	.....	443.31	.....	.....	443.31
Vicuña rugs .....	.....	.....	.....	301.82	301.82
Wool	\$23,216.37	35,212.76	2,591.31	21,099.88	82,120.32
Miscellaneous	111.66	47.09	.....	144.51	303.26
Total	23,328.03	41,917.37	4,124.80	22,856.74	92,226.94

The article quoted from the Chilean Times gives the value of the imports in 1896 as \$74,082,805 Chilean currency (\$57,043,760). The principal countries contributing thereto were:

Country.	Chilean.	United States currency.
Great Britain	\$30,249,002	\$23,291,732
Germany	20,080,943	15,462,326
United States	6,807,185	5,241,517
Peru	4,397,230	3,385,897
Argentina	4,106,244	3,161,038
France	2,834,216	2,182,346
Australia	1,522,293	1,173,166

It should be noted that the value of the transit trade is not included in the above figures. The article continues:

Great Britain figures for 40.83 per cent of the total importation, but her imports showed a falling off in 1896, as compared with 1895, of 5.72 per cent. Her principal imports are enumerated thus: Oils, steel, liquors, wire, rice, refined sugar, textiles of all kinds, especially cotton, iron piping, coal, iron bedsteads, cement, iron nails, drugs and medicinal articles, artisans' tools, iron of all kinds, threads in general, sacking, earthenware, machines in general, machinery, hardware, printing paper, paints of all kinds, rails, empty bags, caustic soda, tea, carpets, and candles.

Germany figures for 27.10 per cent of the whole. Her principal imports are thus enumerated: Oils, wire, rice, refined sugar, empty bottles, textiles of all kinds, especially of wool, cement, nails, corks, glassware, drugs and medicinal articles, matches, artisans' tools, earthenware, machines and machinery, hardware, printing paper, porcelain, wood and cane chairs, caustic soda, woolen hats, tea, and candles.

The United States contributed 9.18 per cent. Her principal imports are enumerated thus: Oils, especially mineral, turpentine, cigars, nails, fireworks, dynamite, drugs and medicinal articles, flannel, lubricating grease, artisans' tools, iron, bar and pig, common soap, hemp cordage, cotton textiles, sackings, printed books, lumber, lard, machines and machinery, hardware, furniture, printing paper, side and fire arms, clocks and watches, resin, rails, platform scales, wood and cane chairs.

Peru contributed 5.93 per cent, her principal articles being rice, white and brown sugar, cacao, coffee, charcoal, Peruvian bark, chancaca, cigarettes, cigars, silver ore, salt, potato and straw hats.

The Argentine Republic figures for 5.54 per cent, almost totally consisting of cattle, the remaining imports being horses, sheep, mules, fat, maize, silver ore, and tallow.

France figures for but 3.82 per cent, her imports being enumerated thus: Silks, calf and goat skins, refined sugar, millinery articles, bitters, liquors, olive oil, boots and shoes, textiles of all kinds, and machinery.

Australia contributed 2.05 per cent, mostly in coal, with some brown sugar and tallow.

The other countries in order of rank, with the specification of their principal imports, are the following: Uruguay, fat and tallow; Italy, olive oil, sulphur, cigars, wrapping paper, and straw hats; India, rice and bags; Spain, olive oil, red pepper, playing cards, Havana cigarettes and cigars, corks, guitars, printed books, liquors, Havana tobacco, and wines; Belgium, refined sugar, cement, matches, sperm and composition candles, and window glass; China, rice, fireworks, matting, silk shawls, silks, and tea; Ecuador, cacao, coffee, Guayaquil canes, Jesuits' bark, potato, straw hats, and tamarinds; Brazil, cacao, coffee, dyewood, and yerba-mate; Paraguay, yerba-mate; Polynesia, copra; Colombia, brown sugar; Costa Rica, indigo and coffee; Sweden, matches; Guatemala, indigo, cacao, and coffee; Holland, gin and cheese; Portugal, wines.

The imports by articles were:

Articles.	Chilean.	United States currency.
Alimentary articles.....	\$14,287,026	\$11,001,472
Textiles.....	12,780,619	9,848,777
Raw materials.....	12,021,484	9,256,504
Clothing, jewelry, and articles of personal use.....	3,585,133	2,760,552
Machines, machinery, instruments, and other articles for industries, arts, and trades.....	9,705,016	7,472,862
Furniture and household effects.....	5,192,778	3,998,435
Locomotion, railways, and telegraphs.....	2,347,432	1,807,523
Wines and liquors.....	934,649	719,680
Snuff, tobacco, etc.....	580,631	457,086
Minerals and metals.....	20,726	15,959
Articles connected with the fine arts, science, and letters.....	1,297,941	999,415
Drugs and medicinal articles and for industrial purposes.....	1,179,509	908,222
Arms and their accessories.....	164,850	126,935
Miscellaneous.....	9,787,634	7,536,258
Specie and bank notes.....	186,832	143,861
Total.....	74,082,805	57,043,760
Increase in 1896.....	4,876,253	3,754,715

The classifications showing an increase were: Alimentary articles, 0.45 per cent; textiles, 4.28 per cent; raw materials, 5.65 per cent; clothing, jewelry, and articles of personal use, 39.20 per cent; furniture and household effects, 24.47 per cent; locomotion, railways, and telegraphs, 24 per cent; snuff, tobacco, etc., 31.69 per cent; articles connected with the fine arts, science, and letters, 19.36 per cent; drugs and medicinal articles and for industrial purposes, 37.26 per cent; arms and their accessories, 63.78 per cent, and miscellaneous, 49.24 per cent. On the other hand the following classifications showed a decrease: Machines, machinery, instruments, and other articles for industries, arts, and trades, 9.85 per cent; wines and liquors, 4.89 per cent, and minerals and metals, 97.89 per cent.

The value of the exports in 1896 was \$74,359,414 (\$57,256,748 United States currency), against \$72,919,882 (\$56,148,309) in 1895. In this amount, mineral products figured for \$61,322,833 (\$47,218,581 United

States currency); agricultural products, for \$11,124,379 (\$8,565,772); manufactured articles, for \$54,922 (\$42,290), and specie, for \$768,012 (\$591,369). Comparing these items with those of 1895, it is seen that there was an increase in mining products of 1.90 per cent; in agricultural products, of 18.09 per cent, and in manufactures, of 3.71 per cent. There was a decrease in miscellaneous articles and in specie. The principal mineral products which contributed to the increase were borate of lime, bar copper, copper and silver regulus, silver and gold ore, silver sulphurets, cluster and bar silver, guano, and iodine. There was a decrease in the nitrate, coal, and gold bullion exported as compared with the previous year. In agricultural products, common wool showed an increase of 71.37 per cent; honey, of 33.10 per cent; leather, of 19.91 per cent, and wheat, of 102.91 per cent. In barley, raw hides, mestiza wool, lentils, and walnuts there was a decrease.

The following detailed statement of imports for the first six months of 1897 is taken from the same journal. It appears that the total value of the imports in the period named was \$24,665,153 (United States currency), or a decrease of \$4,600,000 as compared with the first six months of 1896. The principal imports were:

Imports for first six months of 1897.

Articles.	Chilean.	United States currency.	Articles.	Chilean.	United States currency.
Lamp and machinery oil.	\$611,462	\$470,826	Wool and cotton goods..	\$190,103	\$146,279
Olive oil.....	138,523	106,663	Oenaburga	246,721	189,975
Rice	268,119	206,452	Lumber	252,968	194,786
Sugar	1,937,378	1,591,777	Prints	893,537	698,022
Hollands and drills	202,565	155,975	Bags	958,554	738,086
Coffee	125,021	96,266	Tea	494,024	380,452
Cashmeres	440,613	339,272	Gray shirtings.....	476,529	366,927
Matches	105,549	81,273	Carpeting	186,299	143,450
Flannel	592,774	456,436	Candles, sperm and com- position	528,689	407,091
Twilled cottons	320,802	247,018	Wines, red and white...	214,115	164,890
Sheetings	1,014,664	781,291			
Woolen goods.....	355,047	273,396			

SHIPPING.

The following figures as to the shipping of Chile (taken from the Chilean Times) are transmitted by Vice-Consul Greene, of Antofagasta under date of January 22, 1898:

SAILING VESSELS.

Flag.	Inward.					Outward.				
	Num- ber.	Tons.	Load- ed.	Bal- last.	Crew.	Num- ber.	Tons.	Load- ed.	Bal- last.	Crew.
British	353	425,616	293	60	7,728	363	472,797	301	62	8,025
German	133	186,180	105	28	2,713	140	180,365	126	14	2,896
French	48	70,745	39	9	1,206	55	82,349	54	1	1,391
Italian	9	10,191	9	-----	168	7	9,448	5	2	140
Austrian	2	2,882	2	-----	38	3	2,285	2	-----	39
Norwegian	11	14,648	10	1	238	17	23,648	15	2	339
Danish	8	5,696	7	1	111	5	3,842	3	2	67
Dutch	2	1,964	1	1	31	3	2,971	3	-----	48
American	7	8,001	4	3	113	7	7,512	7	-----	119
Peruvian	27	10,359	16	11	861	25	9,906	24	1	339
Honduran	1	761	1	-----	14	-----	-----	-----	-----	-----
Polynesian	1	967	1	-----	11	-----	-----	-----	-----	-----
Chilean	56	25,870	51	5	926	61	35,583	39	22	887
Total	658	763,900	539	119	13,658	685	832,701	579	106	14,280

STEAMERS.

Flag.	Inward.					Outward.				
	Num-ber.	Tons.	Load-ed.	Ballast.	Crew.	Num-ber.	Tons.	Load-ed.	Ballast.	Crew.
British	792	1,494,935	729	63	37,090	889	1,640,990	794	95	40,748
German	497	891,789	436	61	17,507	477	1,059,885	469	58	24,014
French	7	10,000	7	.....	251	6	9,400	6	.....	227
American	2	1,043	2	.....	83	2	1,043	2	.....	132
Norwegian	4	8,028	4	.....	104	5	12,725	5	.....	210
Chilean	233	145,731	231	2	16,313	282	404,282	276	6	18,281
Total	1,535	2,551,526	1,409	126	71,348	1,661	3,128,295	1,502	159	83,612

COASTWISE—SAIL.

British	237	302,586	134	103	5,510	228	287,202	162	66	5,023
German	73	100,373	51	22	1,469	78	106,519	56	22	1,428
French	15	20,414	12	3	371	15	20,393	11	4	352
Italian	7	9,669	4	3	139	6	7,445	3	3	121
Danish	4	2,581	3	1	54	5	3,247	4	1	65
Norwegian	11	16,101	6	5	205	7	10,775	5	2	147
Austrian	3	3,315	3	.....	58	4	4,338	4	.....	76
American	11	7,615	7	4	128	10	6,899	4	6	123
Honduran .....	.....	.....	.....	.....	.....	1	761	1	.....	14
Dutch	1	1,007	1	.....	17	.....	.....	.....	.....	.....
Peruvian	6	3,974	6	.....	96	9	5,443	5	4	133
Polynesian .....	.....	.....	.....	.....	.....	1	978	1	.....	11
Chilean	763	284,026	578	185	6,813	748	275,287	590	158	6,968
Total	1,131	751,661	805	326	14,500	1,112	720,287	846	264	14,461

COASTWISE—STEAM.

British	2,076	2,670,004	1,840	236	98,821	2,013	2,650,866	1,809	204	96,376
German	441	631,256	383	58	15,956	455	637,191	375	80	16,171
Chilean	3,206	2,873,682	2,702	504	140,386	3,142	2,446,308	2,816	326	123,004
Total	5,273	6,174,942	4,925	798	255,163	5,610	5,743,365	5,000	610	235,551

The article continues:

There is no surer index of the growth or decrease of the trade of a country than the amount of tonnage entering and leaving its ports. A few shipping statistics of foreign trade with respect to Chile will not, therefore, be devoid of interest, and for this purpose the years 1886 and 1896 have been selected. In the former year, 674 sailers, representing 521,439 tons, entered the ports of Chile, while in the latter year the respective numbers were 658 and 763,900, consequently there was a decrease in 1896, as compared with 1886, of 16 in the number of vessels, but there was an increase of 242,461 tons in the tonnage. Of these numbers, British vessels figured in 1886 for 419 and 336,562 tons, while in 1896 the respective numbers were 353 and 425,616 tons. In 1886, the entries outward were 661 sailers, representing 497,576 tons, while in 1896 the respective figures were 685 and 833,701 tons, consequently there was an increase in 1896, as compared with 1886, of 24 vessels and 242,461 tons. These statistics show that the sailing vessels now frequenting Chilean ports are of a larger size than formerly. In the entries outward in 1886, British vessels figured for 381 and 295,725 tons, while in 1896 the respective numbers were 363 and 472,797 tons.

In 1886, the foreign-going steamers which entered Chilean ports numbered 953, representing 1,363,801 tons, while in 1896, the respective figures were 1,535 and 2,551,526 tons; consequently, there was an increase in 1896, as compared with 1886, of 582 in the number of vessels and of 1,187,725 tons in the tonnage. British steamers increased in number from 414 in 1886 to 792 in 1896, and in tonnage from 617,433 tons to 1,494,935 tons. The foreign-going steamers which left Chilean ports in 1886 numbered 901, representing 1,440,866 tons, as compared with 1,661 of 3,128,295 tons in 1896. The increase in British steamers was from 424 of 354,173 tons in 1886 to 889 of 1,640,990 tons in 1896.

The coasting trade returns show that in 1886 the entries inward of sailers numbered 1,886 of 826,135 tons, while in 1896 the numbers were, respectively, 1,131 and 751,661, consequently there was a decrease in 1896, as compared with 1886, of 755 vessels and 74,474 tons. In 1886, British vessels numbered 367 of 297,121 tons, while

in 1886, the respective numbers were 237 and 302,536. The total entries outward in 1886 were 1,938 of 891,390 tons, as compared with 1,112 and 729,287 tons in 1886, or a decrease of 826 vessels and 162,103 tons in the latter year as compared with the former. In 1886, British vessels figured in the entries outward for 424 of 354,173 tons, and in 1886, for 228 of 287,202.

The steamers engaged in the coasting trade in 1886 were inward 4,349 of 4,398,323 tons, and outward 4,399 of 4,368,127 tons, while the figures for 1886 were: Inward, 5,723 of 6,174,942 tons, and outward 5,610 and 5,743,365 tons. In 1886, the figures for British vessels were: Inward, 1,600 of 2,064,021 tons, and outward 1,588 of 2,052,925 tons; while in 1886, they had increased to 2,076 of 2,670,004 tons inward, and to 2,013 of 2,659,886 tons outward. In 1886, there figured among the inward 66 French, 8 Italian, and 3 American steamers, and among the outward 56 French, 11 Italian, and 3 American steamers; but in 1886, the trade was confined to the three flags mentioned in the preceding table.

CHILEAN PORT REGULATIONS.

Vice-Consul Greene sends from Antofagasta, under date of June 6. 1897, the following:

GENERAL REGULATIONS OF MARITIME POLICE.

JURISDICTION.

ARTICLE 1. To the maritime authority corresponds the police of the territorial seas,* ports, bays, canals, inland seas, and navigable rivers. The police of piers and loading places also corresponds to the maritime authority which must render assistance to the preventive service of the custom-house, whenever it may be required for the purposes the latter serves.

The preventive service in its turn and the municipal guards may be required by the maritime authority to give assistance in the maintenance of order and in the apprehension of delinquents.

ART. 2. Every person belonging to the crew of a national or foreign ship, or anyone being casually on board must appear at the summons of the maritime authority, under penalty of a fine of from 10 to 50 pesos.

DISTINCTIVE FLAGS OF THE CRAFT OF THE MARITIME AUTHORITY AND OF THE PREVENTIVE SERVICE.

ART. 3. The craft of the maritime authority will use when on duty a white pennant with red edges, 1 meter long and 33 centimeters deep, with a red C in the center. Those of the preventive service will use a pennant of the same dimensions, with blue edges and a letter R of the latter color in the center of a white ground.

No other craft is allowed to make use of these flags.

PLACES IN WHICH VESSELS MAY ANCHOR, AND CONDITIONS TO WHICH THEY MUST SUBMIT.

ART. 4. No craft is allowed to touch at or to approach near to any part of the coast that is not a qualified port of commerce unless she be forced to do so by imminent danger of shipwreck, or of capture, or any other similar necessity.

Any craft disobeying this order will be confiscated in conformity with article 83 of the custom-house regulations.

ART. 5. On the arrival of a vessel in a port the maritime authority will assign her the berth she is to occupy, which berth must not be changed without the permission of the said authority, unless obliged by superior force, or the immediate safety of the vessel requires it, in which case the master must, at the earliest opportunity, report to the said authority.

ART. 6. After assigning the berth the vessel is to occupy, the maritime authority will determine the number of moorings, their directions, and the length of chain by which the vessel should be anchored, according to the season of the year and the knowledge which the said functionary should possess of the prevailing winds and currents.

* "The adjacent sea, to the distance of a marine league, measured from the lowest tide line, is territorial sea and of national dominion; but the right of police for objects concerning the safety of the country and the observance of the fiscal laws, extends to a distance of 4 marine leagues, measured in the same way." (Art. 593 of the Civil Code.)

Masters of vessels are forbidden to give their anchors any other direction than that prescribed.

ART. 7. Any vessel which is inadequately supplied with anchors, chains, or cables, or which has them in bad condition, will not be allowed to be moored in places where from this cause she might occasion damage to others. In such case she will be notified to provide herself on the same day with the article in which she may be deficient, and, in case of noncompliance, will be removed from her berth and moored at her own expense in such other as the maritime authority shall deem proper.

ART. 8. If a vessel should let down her anchor or chain over the anchor or chain of another vessel that is properly moored, the master of the former must at once, or as soon as notified thereof by the aggrieved party, cause said anchor or chain to be taken up and cleared.

No vessel will be considered properly anchored when she has more than one turn in her chains or cables. Any vessel having more than two turns will be anchored again at her own cost by the maritime authority.

ART. 9. No vessel may be anchored within less distance than 50 fathoms from another. Any vessel which encroaches on this distance and does not move at once when required to do so will be removed at her own cost by the maritime authority.

ART. 10. In those ports where, owing to the large assemblage of craft, the smallness of the anchorage, or other circumstances, it may be necessary to moor vessels head and stern, the maritime authority may decrease the distance spoken of in the preceding article, determining what may be expedient.

ART. 11. No vessel shall attempt to remove from one berth to another, make fast to the mole or cast loose from it, without the permission of the maritime authority.

Any vessel changing her berth without leave, unless in case of absolute necessity, will be fined 25 pesos.

ART. 12. Every sailing vessel or steamer at anchor must show at night where it can best be seen, but not higher than 6 meters above her hull, a white light, visible at least at a distance of one mile, placed in a globular lantern of a diameter not less than 20 centimeters, and so constructed as to illuminate the whole horizon uniformly and uninterruptedly.

PILOTAGE.

ART. 13. In the ports where the Government has established pilots, these only may pilot, moor, or unmoor vessels, provided, always, their services are called for by the respective masters. The master of the vessel may act alone, in which case he will be held responsible for the damage he may occasion.

Any person other than the master of the vessel, or not belonging to the corps of harbor pilots, performing any of the operations described in the preceding paragraph will be fined 50 pesos, and will, moreover, be held responsible for the damage he may have occasioned.

LOADING AND DISCHARGING.

ART. 14. No shipmaster shall begin to load or discharge his vessel except she be anchored according to the requirements of article 6, under a penalty of a fine of 50 pesos and of being compelled to stop loading or discharging until properly moored.

ART. 15. Every vessel making fast to a mole for the purpose of loading or discharging must, at sunset, cast loose from it and remove to a distance equal at least to the length of her deck, under the penalty of a fine of 25 pesos, unless the mole regulations fix another distance.

ART. 16. Whenever a vessel has to load or discharge a considerable quantity of merchandise, she will have a berth assigned to her as near the place of embarkation or disembarkation as her safety and any other circumstances will allow.

ART. 17. Whenever a vessel anchored in a place suitable for loading or discharging shall have completed either of those operations she will change her berth in case it be necessary, or she be ordered so to do, to such place as the maritime authority may direct.

Any vessel disobeying this order will be fined 25 pesos without prejudice to her being also removed at her own cost.

ART. 18. When a vessel is once loaded the crew are bound to remain on board day and night.

WARPS.

ART. 19. It is forbidden to have permanent warps attached to vessels, buoys, or moles whenever they would interfere with the freedom of traffic, under penalty of a fine of 10 pesos.

Anyone who for the purpose of performing some operation may require to make fast one or more warps must be careful to let them go immediately after it is terminated.

OPERATIONS WITH LIGHTS.

ART. 20. No craft of any description whatever shall at night perform operations of stowage, loading, or discharging, requiring extra lights, without the previous knowledge and leave of the maritime authority, under the penalty of a fine of 30 pesos, excepting in cases of sudden urgency or if the safety of her moorings requires it.

WAR MUNITIONS.

ART. 21. No merchant vessel which may have on board munitions of war in greater quantity than is required for the service of the same vessel is allowed to remain in the national ports for a longer period than that allowed her by the maritime authority, who will without delay ask instructions of the Intendente of the respective province.

INFLAMMABLE MATERIALS.

ART. 22. All vessels carrying powder or other inflammable materials will, on arrival, advise the maritime authority of the same, and they must neither transship nor embark said articles without leave of the said functionary, under penalty of a fine of 50 pesos.

ART. 23. All vessels importing, loading, or transshipping powder or any other inflammable substances will keep a red flag flying at the fore-topmast head during the whole time they remain at the berth assigned them by the maritime authority.

In like manner all small craft trafficking with inflammable materials in the bay must carry the same description of flag on a staff of sufficient height to render it distinctly visible. Offenders against this regulation will be subjected to the fine prescribed in the preceding article.

REPAIRS.

ART. 24. No craft of any description shall undertake extensive repairs, such as heaving down, putting fire under her bottom, or fumigating, without leave of the maritime authority, nor without taking the precautions the latter may enjoin, under penalty of 50 pesos.

ART. 25. All vessels are forbidden to heat pitch, tar, or tallow in their furnaces. Anyone infringing this prohibition will be fined 50 pesos.

ART. 26. Any vessel requiring to be careened or to execute other repairs in her hull or masts will be assigned by the maritime authority a suitable place for receiving the tools and material; and if she should require to be hove down on careening-hulks or to make fast to them, must be moored head and stern.

ART. 27. Whenever a vessel in a place appropriated to the purpose of heaving down or careening shall have completed her repairs she will, if necessary, change her berth to such place as the maritime authority may direct, and in case of non-compliance will incur a fine of 25 pesos and be removed at her own expense.

COMMUNICATION WITH SMALL CRAFT.

ART. 28. No small craft or boat may come alongside of vessels entering the port until after the visit of the captain of the port and the coast guard, under penalty of a fine of from 20 to 100 pesos.

In every case the visit of the maritime authority will take place first, and that of the coast guard not until communication with the shore has been authorized.

The master of any ship allowing any craft to come alongside before the visit of the coast guard, and failing to inform the maritime authority thereof, stating the number and signs of the craft or crafts and of her or their crew, will be fined from 20 to 50 pesos, according to the gravity of the case.

INTERDICTION.

ART. 29. Every craft interdicted for any cause will keep her national flag flying at the fore-topmast head during the whole time she remains at the general mooring place; but if interdicted because of an epidemic disease which obliges her to remain in quarantine, she will hoist at the same masthead a yellow flag and will take the anchoring place the maritime authority assigns. In both cases this signal will indicate that nobody is to communicate with her, under a fine of from 20 to 100 pesos, according to the case.

TRANSPORT OF PATIENTS WITH EPIDEMIC DISEASES.

ART. 30. Every master of a vessel having on board patients ill of contagious epidemics and failing to inform the maritime authority thereof at the time of his visit,

or attempting to conceal them in order to obtain leave of free communication with the shore, will incur the penalty prescribed in article 318 of the penal code.*

DISCHARGING OF FIREARMS AND THROWING OF EXPLOSIVE MATTERS.

ART. 31. It is forbidden to discharge firearms with projectiles of any description and to throw into the sea explosive matters from on board either men-of-war or merchant vessels lying in the bay.

No merchant vessel is allowed to discharge firearms of any description, even without projectiles.

If it be a war vessel, the occurrence will be set forth to the commandant-in-chief of marine in the department, and to the administrative authority, if it be a foreign vessel in any other port. In every other case the master of the ship or the person supplying his place at the time of the occurrence will be held responsible before the maritime authority if it should be impossible to discover the offender.

SIGNALS OF THE INTERNATIONAL CODE.

ART. 32. Every national vessel which, on entering a port, shall fail to hoist the signals of the number corresponding to her in the code of signals of the mercantile marine, or shall display a number different from the one assigned to her, will be fined 10 pesos.

BAD WEATHER.

ART. 33. Whenever the weather is bad the vessels anchored in the port must let go their second anchor, hoist their boats, haul in their guest-warp booms, send down their royal and topgallant masts, and top their lower yards.

ART. 34. When there are signs of a storm, masters and the rest of the ship's company must remain on board; and the former will be answerable for the damages they may cause by their neglect of this injunction.

Whenever the barometer indicates bad weather, the maritime authority will hoist a signal on its respective staff.

SHIPWRECK, GROUNDING, AND ASSISTANCE.

ART. 35. The maritime authorities are called by preference to lend the necessary assistance in any case of shipwreck and grounding, and will be responsible for any carelessness or neglect.

In the absence of the master of the ship, the insurance agents, or the supercargo, it is the duty of the maritime authority to direct the salvage operations, and in all cases to dictate the measures necessary for the safety of the persons and articles saved.

In these functions the maritime authorities will proceed according to the prescriptions of articles 130 and following of the navigation laws.

ART. 36. In case of a storm, loss, grounding, fire, or any other danger, it is the duty of all vessels lying in the port, as well as of tugs and freight boats, to lend to those who need it all possible assistance with tow lines, chains, warps, anchors, or men they can dispense with, on requisition of the maritime authority, under a penalty of a fine of from 20 to 100 pesos, to be imposed on those who do not comply with these prescriptions or who will not obey the said authority.

The maritime authority will determine the indemnity to be paid by the vessels assisted for the services afforded, as well as for the deterioration or loss of the articles lent to them.

ART. 37. All craft anchored in the bay needing assistance in consequence of being in imminent danger will make use of the signals for assistance indicated in the regulations for avoiding collisions and boardings, or will ring a bell repeatedly, both day and night, hoisting at the same time during the day their national flag, and exhibiting during the night two or more signal lanterns in the most conspicuous part of their hull or rigging.

SHIPPING AND DISCHARGING.

ART. 38. Masters of vessels may not ship nor discharge any one of their crew without the previous knowledge of the maritime authority, and must give him a paper, signed at the time of the discharge, stating whether or not he has fulfilled his engagement, his conduct, and the cause of his leaving, as well as other pertinent facts. This discharge will enable him to ship in another vessel.

ART. 39. After sunset it is forbidden to land passengers on any part of the shore

* Minor reclusion in its least to its middle degree, or fine of 100 to 1,000 pesos.

except the principal mole or at the spot designated by the maritime authority and the chief of the preventive service.

ART. 40. Any person caught embarking or disembarking at prohibited places and hours will be taken to the office of the captain of the port, or delivered over to the police until the following day.

ART. 41. In case of fire in the bay or in the town, or of any other extraordinary occurrence requiring the active cooperation of the whole population, communication will be opened at once between the bay and the town, in order that the requisite assistance may be rendered.

BALLAST, STONES, ETC.

ART. 42. No craft of any description will be allowed to take in or discharge ballast without leave previously obtained from the maritime authority, and at the place designated to her. The operations of taking in and discharging ballast must be performed with the usual appliances of tarpaulins or sails laid from the gunwale of the vessel to the bottom of the launch, in order to prevent the stone or sand falling into the sea.

Offenders against this article will incur the following penalties:

For any quantity of ballast without license	\$0. 10
For taking or discharging it in any other than the place designated .....	. 15
For neglect of the precautions described in the regulation for taking in or throwing out ballast.....	. 20
For every ton of ballast thrown into the water in the anchoring ground.....	. 25
For every time rubbish or filth is thrown overboard .....	. 10
For throwing rubbish in any other than the place designated	1. 00

If the same act involve the infraction of two or more of the points enumerated in the above list, it will be punished with the fine that applies to each of them.

ART. 43. The same penalties will be applied to launches carrying stone, brick, or other loose submersible material likely to injure the bottom of the harbor, if in loading, transporting, or discharging they neglect the precautions prescribed by the maritime authority similar to those relating to ballasting and unballasting; and in extraordinary cases of lightening by throwing overboard, owing to a gale of wind or other mischance, they are to show the urgent necessity for their having so done in order to avoid serious accidents.

DEPARTURE OF SHIPS.

ART. 44. No Chilean vessel must leave port until the master or agent has presented to the maritime authority:

1. The license for departure signed by the local authority, stating the class, nationality, name, destination, cargo, and "without claim" of the custom-house.

2. Two lists signed by himself with a heading stating the class, nationality, name, tonnage, and destination of the vessel, and below the names and nationality of his crew, with their age, State, domicile, position on board, and advance received, and also the names, nationality, and destination of the passengers, if there be any.

3. The contract entered into with the crew before the competent authority for the voyage they are making or are about to undertake, in which should be set forth in distinct terms and in a manner to preclude all doubt, the advance received or the amount of wages assigned and the daily ration to which each man shall be entitled. One of the crew lists will be kept filed in the office and the other, together with the clearance and contract, will be returned to the master with the signature of approval of the maritime authority.

If the vessel should be under a foreign flag, the master will present, in addition to the customary clearance, a crew list, which is to be kept filed, signed by the consular agent of his nation, or in his absence by the maritime authority.

HOURS WHEN THE PORTS WILL BE OPENED AND CLOSED.

ART. 45. The ports of the Republic will be opened by 5 a. m. from the 15th of April till the 14th of October, and at 4 a. m. from the 15th of October till the 14th of April, inclusive, and they will be closed always at 9 p. m., except in the case of urgency or need of assistance or when due leave is previously obtained from the maritime authority.

In the Magellan territory the ports will be closed at 10 p. m. during the months of November, December, and January.

PLACE ASSIGNED TO SMALL CRAFT.

ART. 46. Neither by day nor by night must any of the boats belonging to men of war or merchant vessels or those appropriated to the transport of freight or passengers remain fastened to or alongside of the mole, and all that come alongside may remain only for the length of time necessary to embark or disembark the persons or effects they may carry; those having to wait will do so at a suitable distance in order not to hinder the freedom of traffic. Owners of boats disobeying these directions will pay a fine of 2 pesos for each offense; in case of boats belonging to war vessels offending, the maritime authority will proceed as he may judge convenient.

All boats, steamboats as well as row boats, more than 11 meters long are forbidden to come alongside the passenger mole under the penalty of a fine of 10 pesos.

ART. 47. After sunset all craft for traffic must take the mooring place assigned them beforehand by the maritime authority.

The craft attending the freight launches may remain until these return to their moorings place.

REGISTRATION OF SMALL CRAFT.

ART. 48. All small craft employed in the interior traffic of the ports, steam tugs, water carriers, and those destined for any industry, must be registered at the respective maritime office in the first fortnight of January of every year. Said craft must carry the registered number and a distinctive mark in the following form:

Steamboats must carry on both sides of their stem their distinctive name, in letters 15 centimeters long, and on their stern the name of the proprietor or company.

The launches and boats destined to their service will carry the registered number in the center of the stern and the initial letter of the proprietor's surname on both sides of the stem.

The whaleboats will carry their number on both sides of the stem and sternpost.

The rest of the small craft will carry the number on the port and starboard side of the stem and the initial of the proprietor's surname in the center of the stern.

The numbers and letters are to be painted white upon a black ground, 30 centimeters long on launches, 20 centimeters on whaleboats, and 15 centimeters on small boats, with a distance of 25 centimeters from the gunwale to the center of the number and of 35 centimeters from the stem.

TRAFFIC DURING EXTRAORDINARY HOURS OR OUTSIDE THE LIMITS OF THE BAY.

ART. 49. No boat belonging to merchant vessels, nor any shore boat, may go outside the limits of the bay without a written permit from the maritime authority and the chief of the preventive service.

Offenders against this article will incur a fine of from 20 to 100 pesos.

ART. 50. The maritime authorities will duly inform the commandants of the respective preventive services of the licenses they have conceded to traffic in the ports at extraordinary hours or to land passengers on any part of the coast other than the principal mole.

FISHING.

ART. 51. All boats are forbidden to fish among the vessels lying in port, and still more so to trade with them, without a written permit from the maritime authority and the chief of the preventive service.

ART. 52. Fishing with dynamite and other explosive substances is strictly forbidden in the ports and on the coast of the Republic.

ART. 53. In the territorial sea, fishing is only allowed to Chileans and settled foreigners; but in the seas and rivers of public use fishing is free.

The maritime authorities will watch over the fulfilment of the fishery regulations dictated by the department of industry and public works.

ANCHORS, CHAINS, OR ARTICLES ABANDONED.

ART. 57. When in the hurry of departure, or from any other cause, a vessel shall leave in the anchorage any of her anchors or chains, her owner or consignee must have them taken up within the next twenty-four hours, under the penalty of a fine of 25 pesos, besides the expenses incurred in lifting them in.

ART. 58. If, in the case of the preceding article, the maritime authority should have to cause the anchors or chains to be taken up, the said authority will give notice to the administrative authority in order for action to be taken in accordance with the

prescriptions of article 629 and following of the Civil Code.* If the owner comes forward and claims the article before it has been sold at public auction, it will be restored to him on payment of the expenses, fine, and the cost of advertisement, fixed by the maritime authority, or, in case of dispute, by the commercial court (judge of commerce).

ART. 59. All anchors, chains, boats, or other property found at the bottom of the bay or floating in the harbor or along the coast must be immediately delivered to the maritime authority, who will communicate the fact to the administrative authority for the purposes of the preceding article. Anyone infringing this article will be subject to the penalties established in article 631 of the Civil Code.

ARMS PROHIBITED AT LANDING.

ART. 60. Crews of vessels, either national or foreign, are forbidden to come on shore with pointed knives, daggers, sword canes, or firearms; offenders will incur the penalty established in article 694 of the Penal Code.†

DESERTING SAILORS.

ART. 61. The master of a ship, either national or foreign, or the owner of a small craft, receiving on board any deserting sailor, will incur the penalty of a fine of from 25 to 100 pesos.

ACTS OF DISOBEDIENCE WITHOUT EXPRESSED PENALTIES.

ART. 62. Any infraction of the articles of these regulations for which there is no penalty assigned, and any disobedience to the orders of the maritime authority or his representatives when in the performance of their duty, will render the offender liable to a discretionary fine, to be applied by the before-mentioned functionary, said fine not to exceed 100 pesos.

* Civil Code:

ART. 629. If any kind of implement, apparently lost, should be found, it must be restored to its owner; and if nobody should come forward proving his claim, it is to be delivered to the competent authority, who will give notice of the thing found in a newspaper of the department, if there be any, and in bills posted up in public resorts in three of the most frequented places of the same.

This notice will state the class and quality of the article, and the date and the place where it has been found.

If the owner should not come forward and claim it, this notice will be published three times, at intervals of thirty days.

ART. 630. If within the course of the year following on the last publication nobody should claim the article, it will be sold at public auction. From the proceeds will be deducted the expenses of seizure, preservation, etc., and the residue will be divided in equal parts between the finder and the municipality of the department.

ART. 631. Anyone omitting the performance of the obligations here expressed, will lose his share in favor of the municipality, and even be liable to be sued for injury, and, according to circumstances, to the penalty for theft.

ART. 632. If the owner shall come forward before the public sale of the article has been effected, it will be restored to him on payment of the expenses, and what, under the title of salvage money, may be adjudicated by the competent authority to the person who found the article and gave notice of it.

If the owner shall have offered a reward to the finder, the latter may choose between the salvage money and the reward offered.

ART. 633. Once sold at public auction the article is to be considered irrevocably lost to its owner.

ART. 634. If the article be corruptible, or its custody and preservation expensive, the public sale may be anticipated, and the owner coming forward within the course of the year following to the last publication, will have a claim to the sale price, deducting, as already indicated, the expenses and salvage money.

ART. 635. If any ship should be wrecked on the coasts of the Republic, or if the sea should throw on shore fragments of the ship or effects belonging apparently to the furniture or cargo of a ship, any person seeing it or having knowledge of it will give notice of the fact to the competent authority, accruing meanwhile the effects they have been able to save, in order to restore them to the person who has a title to them.

Anyone appropriating them to himself will be liable to be sued for injury and to the penalty for theft.

ART. 636. The articles saved from a shipwreck will be restored by the authority to their owner, on payment of the expenses and salvage money.

ART. 637. If no person comes forward to claim the articles saved, the publication of the respective advertisement will be made three times in newspapers and bills to be posted up at intervals of six months, and for the rest the procedure will be according to dispositions of articles 629 and following.

ART. 638. The competent authority will, according to circumstances, fix the salvage money, which has never to exceed half of the value of the articles.

But in case the saving of the articles is effected by the orders and under the direction of the public authority they will be restored to the party interested on payment of the expenses, without salvage money.

ART. 639. All the provisions of articles 635 and following are to be understood without any prejudice to what may be stipulated respecting this matter with foreign powers, and to the fiscal regulations for the storing and importation of the articles.

† Imprisonment from the minor to the middle intermediate degree, or a fine of from 10 to 100 pesos.

PENALTIES.

ART. 63. A third part of the fines levied for breaches of the present regulations will accrue to the denouncer, who has to give notice of the fact to the civil and maritime authorities. However, the fines can be commuted to imprisonment at the rate of one day for each peso and fifty centavos.

ART. 64. The consignee will be held responsible for the immediate payment of the fines for breaches of the present regulations incurred by ships when leaving the ports.

ART. 65. All fines levied for breaches of the present regulations, except those specified in articles 42, 43, and 62, which will be paid to the national treasury, will be applied by the local authorities to the marine hospital, and in default of this to charitable establishments.

NOTIFICATION OF THE REGULATIONS.

ART. 66. The maritime authorities will deliver to vessels entering port a copy of the present regulations, if the master does not have one at the time of their visit, demanding for same receipt in the book kept for the purpose.

ART. 67. A copy of the present regulations should be posted on its respective board in the office of the maritime authority.

ABROGATION OF REGULATIONS AND PROMULGATION OF OTHERS.

Final article. The regulations enacted up to the present time for the maritime governments Coquimbo, Valparaiso, Concepcion, Valdivia, Chiloé, and Llanquihue and the General Regulations of Maritime Police decreed on the 1st of August, 1870, are annulled, while the provisions of Treatise V, Title VII of the General Regulations for the Navy, which treat of the general police of the ports, remain in full force and vigor, as far as relates to the duties of the captains of port, the present regulations taking effect as an addition to said title and treatise, in accordance with the provisions of article 185 of the same.

To be recorded, communicated, published, and translated into French, English, and German.

ARICA.

With reference to circular dated August 10, issued by the Department of State, I regret to say that it is impossible to forward the statement of trade by this port for want of Government statistics. A statistical department has now been created in this custom-house, so that there will be less difficulty in making up a report for the current year.

Trade in this port is almost at a standstill, and very little is done with Bolivia nowadays, as all importations go via Antofagasta.

DAVID SIMPSON, *Vice-Consul.*

ARICA, October 7, 1897.

DECLARED EXPORTS, CHILE.

Statement showing the value of the exports declared for the United States at the several consular offices in Chile during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ANTOFAGASTA.					
Antimony and tin.....			\$3,284.88	\$2,189.92	\$5,474.80
Bar silver.....				1,807.29	1,807.29
Chinchilla skins.....	\$398.80				398.80
Copper, argentiferous.....			802.97		802.97
Goatskins.....	3,051.70		3,057.70		6,109.40
Iodine.....		\$6,374.94			6,374.94
Nitrate of soda.....			26,708.97	52,867.33	79,576.30
Nitrate of gold.....			56,484.83		56,484.83
Pig tin.....	219.02				219.02
Quinine.....		\$89.33			939.33
Silver ore.....	14,185.23	6,091.08	3,903.33	47,617.49	71,797.13
United States gold coin.....				1,285.00	1,285.00
All other articles.....			344.00		344.00
Total.....	17,854.75	13,405.35	94,586.68	105,767.03	231,613.81

Statement showing the value of the exports declared for the United States at the several consular offices in Chile during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ARICA.					
Olives.....	\$50.05				\$50.05
Italia liquor.....	26.60				26.60
Coffee.....	131.45				131.45
Cotton.....	796.80		\$862.75		1,659.55
Two llamas.....		\$17.94			17.94
Total.....	1,004.90	17.94	862.75		1,885.59
IQUIQUE.					
Iodine.....	192,311.38		203,892.90	\$117,312.68	
Nitrate of soda.....	1,004,559.70		520,270.78	748,037.06	
All other articles.....	5,481.01				
Total.....	1,292,302.09	1,930,605.00	724,163.68	865,349.74	3,722,420.51
TALCAHUANA.					
Wool.....			132,308.12	24,740.96	157,049.08
VALPARAISO.					
Iodine.....				6,214.21	6,214.21
Goatskins.....	836.79				836.79
Otter skins.....	231.56				231.56
Silver ore.....				443.31	443.31
Wines.....	135.10				135.10
Wool.....	23,752.09	47,160.70	23,216.37	35,212.76	129,341.92
Miscellaneous.....		138.69	111.66	47.09	297.44
Total.....	24,955.54	47,299.39	23,328.03	41,917.37	137,500.33
RECAPITULATION.					
Antofagasta.....	17,854.75	13,405.35	94,586.68	105,767.03	231,613.81
Arica.....	1,004.90	17.94	862.75		1,885.59
Iquique.....	1,202,302.09	1,930,605.00	724,163.68	865,349.74	3,722,420.51
Talcahuana.....			132,308.12	24,740.96	157,049.08
Valparaiso.....	24,955.54	47,299.39	23,328.03	41,917.37	137,500.33
Total.....	1,246,117.28	991,327.68	975,249.26	1,037,775.10	4,252,469.32

¹ Estimated, in the absence of returns.

COLOMBIA.

BARRANQUILLA.

In compliance with instructions received in Department circular dated August 10, I have the honor to forward a report on the commerce and industries of this consular district.

IMPORTS.

For the six months ending June 30, 1897, importations through the customs port of Barranquilla were as follows:

Countries.	Value.	Countries.	Value.
Great Britain.....	\$1,689,638.81	Italy.....	\$55,983.50
France.....	1,004,396.39	Holland.....	30,801.00
United States.....	789,578.99	Belgium.....	8,858.00
Germany.....	740,024.32	Total.....	4,463,879.41
Spain.....	135,298.40		

Spain is credited with \$25,549 of importations from Cuba.

The importations credited to Holland are from Curaçao. Importations to the value of \$9,972.67 from the Isthmus of Panama do not appear in the table. The values given are in American gold.

EXPORTS.

Exportations for the same period were:

Articles.	United States.	Europe.	Total.
Balsam copaiba	\$1,815.52	\$1,491.48	\$3,307.00
Balsam tolu	1,548.00	14,848.00	16,396.00
Birds' skins	390.00	11,940.00	12,330.00
Birds' feathers	280.00	1,640.00	1,920.00
Cedar logs	11,800.00	5,200.00	17,000.00
Cigars		160.00	160.00
Cinchona bark	240.00	33.00	275.00
Coffee	1,069,092.10	1,203,445.90	2,272,538.00
Cotton		37,180.00	37,180.00
Cotton seed		7,108.00	7,108.00
Divi-divi		16,131.00	16,131.00
Goatkins	6,561.60	4,221.40	10,783.00
Guayacon (logs)		50.00	50.00
Hides	174,088.58	54,680.42	228,769.00
Horns	112.00	68.00	180.00
Horse hair	312.00		312.00
Indigo	48.00	92.00	140.00
Ipecacuanha		642.00	642.00
Ivory nuts		4,148.00	4,148.00
Logwood		2,020.00	2,020.00
Plants (orchids)	1,388.00	33,552.00	34,940.00
Rubber	936.00	54,491.00	55,427.00
Rum		105.00	105.00
Sole leather		7,100.00	7,100.00
Tobacco		176,919.00	176,919.00
Returned goods	100.00	200.00	300.00
Total merchandise	1,268,671.80	1,637,468.20	2,906,140.00
Precious metals:			
Gold bars	3,084.00	410,892.00	413,976.00
Gold dust		36,925.00	36,925.00
Platina		1,380.00	1,380.00
Gold and silver bars		87,399.00	87,399.00
Silver bars		23,755.00	23,755.00
Auriferous silver		93,495.00	93,495.00
Silver mineral	183.20	274,721.80	274,905.00
Gold ornaments and gold and silver coin		38,651.00	38,651.00
Total precious metals	3,267.20	967,218.80	970,486.00
Total exports	1,271,939.00	2,604,687.00	3,876,626.00

The following exports are not included in the above: To Curaçao, sole leather \$1,150, starch \$1,775, Jipijipa hats \$1,632, shrimps \$1,400; to Costa Rica, cacao \$7,264.

CHANGES IN TARIFF RATES AND CUSTOMS RULES.

Under the new tariff law, which went into effect on April 19 of this year, classes 2 to 13 inclusive were augmented 20 per cent; classes 14 and 15, 50 per cent, and a new class (16) was established, which will pay 3 pesos per kilo* on articles as follows: Side arms, firearms, or arms of any kind, excepting shotguns; brocades, and all other materials of gold and silver or other metals, as well as threads of the same materials; perfumery and toilet articles, as essences, creams, and perfumed soaps; gold and silver in every form, except coins and bars; precious stones, and playing cards.

* \$1.23 per 2.20 pounds, taking the valuation of the Colombian peso on October 1, 1897, made by the United States Treasury.

From the increased duty, certain articles were exempted, as coal, which will pay one-half of 1 centavo per kilo (\$0.02 per 2.20 pounds). The same rate is placed upon materials introduced for the manufacture of ice, crucibles for smelting purposes, presses and printing machines, unsized printing paper, rails and material for public or private railways not otherwise excepted, ships in whole or in part and their respective machinery, blue cottons, white or partly white cottons, without embroidery or borders, and unmade, as white shirtings, calico, gray stiffened domestics, unbleached cottons, drills, and cotton prints. The augmentation of the duties is by decimal parts, and will be in full effect on January 19, 1898, as follows:

Class.	Original tariff.	New tariff.	United States currency.
20 per cent augmented by decimal parts, plus 25 per cent:	(Free.)		
1			
2	\$0. 01	\$0. 015	\$0. 006
3 .....	.02½	.03750	.015
4 .....	.05	.07½	.03
5 .....	.10	.15	.06
6 .....	.20	.30	.12
7 .....	.30	.45	.18
8 .....	.40	.60	.24
9 .....	.50	.75	.30
10 .....	.60	.90	.37
11 .....	.70	1. 05	.43
12 .....	.80	1. 20	.49
13 .....	.90	1. 35	.55
50 per cent plus 25:			
14	1. 00	1. 875	.77
15	1. 20	2. 25	.92
16	1. 20	3. 75	1. 44

On account of the low price of coffee, the President of the Republic, under a decree dated July 13, 1897, to take effect on August 1 of the same year, suspended the export duty on this article.

PORT REGULATIONS.

Upon a vessel arriving in port, the "visit" is at once paid by the jefe del resguardo and the following papers are required from the captain: (1) The ship's patent; (2) the manifest duly certified by the Colombian consul; (3) documents addressed by the Colombian consular officers to the collector of customs; (4) copies of the bills of lading; (5) list of articles on board belonging to the captain and crew not included in the manifest; (6) list of provisions; (7) passenger and crew list.

Formal application is then made to discharge cargo. When ready to load the agents present to the collector of customs a statement containing the name of the shipper, marks, number, contents, weight of each package in kilos, value in gold, and its destination, requesting permission to load, and at the same time notifying the post-office department at what hour and day the vessel will be dispatched, together with the ports at which she will touch. The vessel being ready to leave, permission is asked from the collector and treasurer of customs, also the prefect of the province. This being granted, the papers are presented to the jefe del resguardo, who gives permission for the vessel to leave.

The expenses of a vessel entering and clearing are:

Light-house dues: Nisperal light, Sabanilla, 5 centavos (2 cents) a ton for first 100 tons and 3 centavos for each additional ton. Should the vessel be from Cartagena she also pays the "Galera Zamba light" dues of 1½ centavos per ton.

Tonnage dues: From and after January 19, 1898, \$1.50 currency (61 cents) on each ton of 1,000 kilos (2,204 pounds) landed.

Permits: To unload, 2 pesos (82 cents); to load, 2 pesos; to leave, 4 pesos (\$1.64) (from collector in duplicate), 2 pesos (from prefect); to clear, 2 pesos (from jefe del resguardo).

Silver is legal tender only on the Isthmus of Panama, and on the coast is at a premium of 8 to 10 per cent over currency.

PIER DUES.

Pier dues at Puerto Colombia (Sabanilla) are as follows: Steamships, £7 (\$34) for the first day of twenty-four hours, 12 shillings (\$2.90) for each working hour after. Sailing vessels less than 50 tons register, 10 shillings (\$2.43) per day; 50 to 100 tons, 15 shillings (\$3.64); 100 to 150 tons, £1 (\$4.86) per day, and increasing at the rate of 5 shillings (\$1.21) for each 50 tons register. Sailing vessels while at the pier must use the steam crane, for which £1 per day is charged. Vessels arriving at the pier on Sundays or holidays and not working are not charged dues.

IMPROVEMENTS IN HARBOR FACILITIES.

The steel pier at Sabanilla Bay is 4,000 feet in length, with ample room to unload five vessels at one time. There is 26 feet of water at the head of the pier.

Number and tonnage of vessels entered at the customs port of Barranquilla during the six months ended June 30, 1897.

Nationality.	Number.	Tonnage.	Nationality.	Number.	Tonnage.
British	74	117,568	Norwegian	3	2,175
French	24	49,384	American	1	336
German	12	19,324	Colombian	1	77
Italian	10	14,905			
Spanish	5	7,682	Total	130	211,431

TONNAGE DUES.

From the 19th of April, 1897, all vessels arriving pay tonnage for each ton of 1,000 kilos (2,204 pounds) landed as follows:

From—	Colom- bian currency.	United States currency.	From—	Colom- bian currency.	United States currency.
April 19 to May 18	\$1.05	\$0.42	September 19 to October 18 ..	\$1.30	\$0.52
May 19 to June 18	1.10	.44	October 19 to November 18 ..	1.35	.54
June 19 to July 18	1.15	.46	November 19 to December 18 ..	1.40	.56
July 19 to August 18	1.20	.48	December 19 to January 18 ..	1.45	.58
August 19 to September 18 ..	1.25	.50	January 19 and after	1.50	.60

United States gold is reckoned at a premium of 150 per cent.

REGULATIONS AFFECTING COMMERCIAL TRAVELERS.

A traveler in all cases should come with recommendations to some firm on the coast, who will in turn introduce him to its correspondents in the different cities of the interior. This should never be neglected; it serves to establish his respectability, facilitates the clearance of his

sample cases through the custom-house, and in many ways is of the greatest service. A traveler carrying samples must keep a complete and correct list of what each case contains, together with its weight, net and tare, in kilos. On arrival he will make and present to the custom-house a manifest in quadruplicate (which costs 6 pesos*) declaring the exact contents, weight, net and tare, of each case. The amount of duties assessed is deposited with the custom-house cashier, and a receipt is given. Should the traveler not intend to leave the city, the bond of any respectable local firm will be accepted. He can then travel six months through the country before forfeiting the cash which he deposited upon entering. When leaving, he will present his cases of samples before the customs authorities, who after examination, finding that they compare exactly with the manifests made on entering, will return the money deposited upon introduction. Should he desire to depart from any other port than that at which he entered, the customs officials will communicate with the authorities at the port of entry, and after examination, the cash will be returned to the agent of the traveler duly authorized for that purpose at the place of introduction.

PASSPORTS.

Passports are not obligatory, but there are times when they are very convenient; it is better to be provided with them.

PACKING.

In this, United States manufacturers do not compare favorably with those of Europe. Merchants complain that they can not deal directly with the manufacturer, as he knows nothing about packing for this market, and that they are compelled to buy through commission firms who repack the merchandise before forwarding.

Duty is collected on the gross weight of the package or case, according to its class; therefore there should be no unnecessary weight in the packing or covering.

If the merchandise is intended for the coast, the packages may weigh from 100 to 250 kilos (220 to 550 pounds), not more, as extra railroad freight is charged on goods over that weight. If the merchandise is for the interior, it must not weigh more than 125 pounds to the case or bale, excepting for Medellin, where packages weighing 165 pounds may be sent, and for Bogota, 175 pounds. Should a package of 175 pounds be forwarded to Ocania, it would cost double freight from Puerto Gamarra to its destination.

Each case or bale must be marked plainly with its number, mark, and gross weight in kilos; care should be taken that it is of such a shape as to be conveniently transported on mule back, and covered so as to keep dry. Heavy articles, such as pianos, etc., are carried on men's shoulders or slung between cattle from the river port of disembarkation to their destination.

A package intended for Medellin would be discharged from the ocean steamer at Puerto Colombia, brought to this city by rail, carried on men's shoulders into the custom-house, examined and repacked, taken to the river steamboat warehouse by cart, carried on board the steamer, thence to Puerto Berrio, at that point unloaded and conveyed to Las Pavas by rail, and there loaded on mule back for a five-day journey to Medellin. If the package is not strong, it can not stand the trip; if

not waterproof, the goods will be destroyed; and the same conditions exist for other towns of the interior.

Cotton goods should be baled first in gray cloth, then in oilcloth, and last in burlap, with at least two bands of hoop iron around the bale, and it for the coast may weigh from 100 to 125 kilos (220 to 275 pounds). Drillings and goods of that class are baled in the same manner, but may weigh, if for the coast, from 200 to 250 kilos (440 to 550 pounds).

EXCHANGE AND CHANGES IN CURRENCY VALUES.

Ninety-day bills for dollars, pounds, francs, and marks sold at the following per cent premium during the first six months of 1897:

Month.	New York.	London.	Paris.	Hamburg.
January	148	140	138-140	135-138
February	150-153	148-150	140	138-140
March	150	145-148	140	138
April	150	146	144	142
May	150	145-148	143-144	140-141
June	150-158	146-150	143-148	142-144

Colombian silver is at a premium over paper currency of 10 per cent in this city, but with very little demand. National bank notes are legal tender for all debts, excepting on the Isthmus of Panama, where silver is the currency in use.

During January, silver was at a premium in Bogota of 5 per cent over currency; in February, 4 per cent; in March, 3 per cent; and in April, May, and June, 5 per cent. In Bucaramanga, silver was at a premium of 1 per cent during January, but from February to June it has been at par.

BANKS AND BANKING.

Banking may be said to be a Government monopoly. There is only one banking institution in the country which is allowed to emit bills, and that is the National Bank of the Republic of Colombia. These emissions constitute the entire circulating medium, and are of the following denominations: 10 cents, 20 cents, 50 cents, \$1, \$5, \$10, \$20, \$50, and \$100. They are not redeemable in coin of any description.

In a semiofficial publication last March, the total amount in circulation at that time was estimated at some thirty-one millions of pesos in the various denominations above mentioned. The transactions of private banks are limited to the receiving of deposits, discounting mercantile and other paper, and lending money, all of which transactions are carried on in national bank bills.

The usual rate of interest is 1 per cent a month. From the fact that these bills are not redeemable in coin of any description they are at a discount compared with gold. For instance, to-day a short-sight draft on New York for \$100 can be bought with these bills, but the seller of the draft asks a premium of 165 per cent, so that the \$100 New York draft costs 265 pesos in Colombian currency.

The premium on foreign drafts varies according to circumstances. When the mercantile firms can procure produce of the country with which to make remittances, they do so. In the presence of abundant exports, the rate of exchange falls, but when there is a scarcity of exportable articles, it rises. Within the past two years, exchange has varied from 135 to 195 per cent.

CREDITS.

Here on the Atlantic coast of Colombia, mercantile business is transacted on the following lines:

The principal commercial houses are of German nationality, and have existed (under different names) for nearly forty years past. They receive periodically reinforcements of clerks from Germany, men who have received a mercantile education, and who have a knowledge of English, French, and Spanish. On their arrival, they at once enter on practical commercial life. After some years, the original salary that was assigned to them before coming is augmented in the following manner: They are allowed a certain percentage on the total gains of the year, but are not allowed to draw out this percentage. Year by year, this fund goes on accumulating to their credit, bearing a small rate of interest. After a certain term, they have conferred on them a power of attorney to act for the firm, and after another series of years, they become partners in the concern, with a certain amount of capital. Those who were partners when these latter arrived as clerks now generally retire to Germany, and there receive the income resulting from the capital they have inscribed in their favor in the books of the firm.

Such is the routine practiced in the formation of a German commercial house. Besides the advantages they have in a well-drilled personnel, they have also support from the large Bremen and Hamburg firms, the members of which have perhaps at one time been in business in Barranquilla. The Bremen and Hamburg houses give their Barranquilla correspondents large credits and long time, with the understanding that they shall purchase what they can through the German houses; but they may purchase directly from the United States or other countries merchandise that it is possible to secure at a greater advantage, paying for the same with drafts on the German house. The Bremen and Hamburg houses necessarily charge interest, but at a low rate, on the goods and money advanced, while the Barranquilla house advances merchandise and money to the cotton and tobacco planters, charging an increased rate of interest.

As a general thing, Europe gives from six to nine months' credit, charging interest at the rate of from 4 to 8 per cent from date of invoice.

Within the past thirty years, there have not been more than six business failures in this city, and none since 1893.

TRANSPORTATION FACILITIES.

Internal.—Transportation into the interior of the country is entirely by river steamboat and mule back. Mail steamers carrying freight and passengers leave this city for La Dorada, the head of navigation on the Lower Magdalena River, the 6th, 12th, 18th, 24th, and 30th of each month, arriving on the 3d, 9th, 15th, 21st, and 27th.

The river steamboat companies with headquarters in Barranquilla are as follows: La Compañía Colombiana de Transportes has 16 steamers of a combined tonnage of 2,843 tons, 8 cattle barges with a capacity for 60 head each, and 6 flatboats with a total capacity of 250 tons. It has its own workshops, employs a large force of men, and is at present constructing 2 steamboats of 250 tons each. The company buys largely from the United States. La Compañía F. Perez Rosa has 2 steamboats with a total capacity of 380 tons. The Giesecken-Ringe Company owns 3 steamboats of a total capacity of 252 tons.

During the first six months of 1897, the total tonnage passing through Barranquilla, carried by the different lines, was:

	Up river.	Downriver.
	Tons.	Tons.
Compañía Colombiana	11,291	7,177
Compañía F. Perez Rosa	2,175	1,810
Gieseken-Ringe Company	1,727	1,873

The Compañía del Dique (a Cartagena company) carried 52 tons of Barranquilla freight up and brought down 524 tons. The total number of tons of freight passing through this city by way of the Magdalena River during the time mentioned was 26,629 tons of 1,000 kilos each (a ton of 1,000 kilos equals 2,204 pounds).

The length of time required and the way to reach some of the principal cities of the interior are:

	Days.
To Bogota—	
From Barranquilla by steamer to La Dorada	9
From La Dorada by rail to Honda	1
From Honda by mule to Facatativa	2
From Facatativa by rail to Bogota	1
To Ocana—	
From Barranquilla by steamer to Bodega Gamarra	4
From Bodega Gamarra by mule to Ocana	2
To Bucamaranga—	
From Barranquilla by steamer to Bodega Central	4
From Bodega Central by steam launch to La Ceiba	1
From La Ceiba by canoe to Puerto Santos	4
From Puerto Santos by mule to Bucaramanga	2
To Medellin—	
From Barranquilla by steamer to Puerto Berrio	7
From Puerto Berrio by rail to Las Pavas	1
From Las Pavas by mule to Medellin	2
To Manizales—	
From Barranquilla to Honda by steam	9½
From Honda to Manizales by mule	6
To Socorro, San Jil, and Pamplona by mule from Bucamaranga, 5, 4, and 3 days, respectively.	

The length of time mentioned to reach the several points by mule is for passengers only. The quickest freights take three times as long.

Yeguas, which has been the head of navigation on the Lower Magdalena for many years, is now closed, the steamers running no farther than La Dorada. The towns of Ambalema, Girardot, and Ricaurte for Penaliza, on the Upper Magdalena, can be reached by steamer, but Purificación and Neiva by canoe or mule alone.

Coastwise trade with Rio Hacha and the outside world is carried on entirely by means of small vessels of from 30 to 50 tons plying between that port and Curaçao, but considerable native trade is done by goletas (native boats) between Rio Hacha, Santa Marta, Barranquilla, and Cartagena.

Ocean transportation.—The ocean lines touching at Puerto Colombia (Sabanilla), the port for Barranquilla, are: The Atlas Steamship Company (British), each Monday from New York, touching at Kingston, returning by way of Puerto Limon; the West Indian and Pacific Steamship Company (British), twice a month from Liverpool to Puerto Colombia, thence to New Orleans via Cartagena and Colon; the Harrison Steamship Company (British), once a month from Liverpool to Puerto Colombia, thence to New Orleans via Cartagena and Colon;

the Prince Line (British), once a month from New York and return, but with no certain dates; the Transatlantic Steamship Company (Spanish), once a month from New York to Puerto Colombia and return via Cartagena, Colon, and Habana; the General Transatlantic Steamship Company (French), twice a month from and to Europe, West Indian, and Venezuelan ports; the Royal Mail Steam Packet Company (British), twice a month from and to Europe and West Indian ports; the Veloce Steamship Company (Italian), twice a month from and to Europe via Curaçao and Venezuelan ports; the Hamburg-American Steamship Company (German), twice a month from and to Europe via Curaçao, Venezuela, and St. Thomas.

During the first half of 1897, but one vessel crossed the bar at the mouth of the Magdalena River—the schooner *Montana*, of New York. She brought a cargo valued at \$19,000 and came directly to Barranquilla City.

QUARANTINE REGULATIONS.

There being no hospital or means of disinfection, vessels having contagious diseases on board, or known to come directly from a port that is infected, are not allowed to come to the pier. But one case of detention of a vessel has happened since 1894, two of whose crew had died from what was said to be “pernicious fever.” The prefect appointed two medical men to examine the passengers and crew and disinfect the vessel, after which she was permitted to discharge.

POSTAL RATES, DOMESTIC AND FOREIGN.

Domestic.—Letters, 5 centavos (2 cents) for each 15 grams ($\frac{1}{2}$ ounce); post cards, 2 centavos (0.8 cents); newspapers, free; other printed matter, 1 centavo (0.4 cent) each 50 grams ($1\frac{1}{4}$ ounces); samples, 2 centavos each 50 grams; packages weighing over 250 grams (8.75 ounces) not allowed.

Foreign.—Letters, 10 centavos (4 cents) each 15 grams; post cards, 2 centavos; newspapers, 1 centavo each 50 grams; other printed matter 1 centavo each 15 grams; samples, 2 centavos each 50 grams; packages weighing over 250 grams not allowed.

Registration of letters, 10 centavos; if with notice of receipt, 15 centavos.

MARKED MERCHANDISE.

There is no law requiring goods to be marked to show country of origin.

LICENSES.

No licenses are required for carrying on business.

PROTECTION OF MERCHANT MARINE.

Colombian vessels are exempt from all dues, except those of light-house.

COMMUNICATION WITH THE UNITED STATES.

The Atlas steamships arrive each Monday from New York, leaving Tuesdays, making the outward trip in nine days, via Jamaica, and the homeward trip in thirteen days, via Puerto Limon and Kingston.

By cable, communication is very uncertain. A message may take two days or a week; it depends upon the condition of the line in the interior.

Colon is the only port on the Atlantic coast of Colombia having communication by cable with the outside world. A message for the United States from this city would be sent first via Bogota to Buenaventura on the Pacific and thence to Colon. The manner generally preferred is to send the message to Colon by mail. Should the vessel be going directly, the message would take two days.

PROPOSED RAILWAY.

On June 23, a contract made between the government of the department of Santander and a Mr. Buckley (an American) was approved by the National Government. This contract provides for the building of a railroad from the Magdalena River to Bucaramanga. This work is divided into two sections, from the Lebrija River to Bucaramanga, and from the Magdalena to the Lebrija. The contractor has six years in which to complete the road. The first section mentioned must be completed within five years, and the second half within the time specified, but the contractor may work on both lines simultaneously.

The Government grants the contractor 300 hectares (741 acres) of public lands for each kilometer (0.62137 mile) constructed, and guarantees for twenty years 6 per cent on the capital invested, up to \$28,500 per kilometer of the road, with its accessories.

The road will open a very rich portion of Colombia, and will be of untold benefit to the coffee planters.

RAILROAD COMPLETED.

The La Dorada Railroad, extending from La Dorada (better known as La Maria) to Arrancaplumas, in all 33 kilometers (20 miles) has been finished this year. Arrancaplumas, Honda, and Dorada are all situated on the western bank of the river Magdalena. At Arrancaplumas there commences a sudden descent in the course of the river; between this point and Honda it becomes almost a cataract. At no time, have steamers arrived at Honda, the nearest being to Caracoli, a few miles below. Between Caracoli and Dorada, there are many rapids, and although they are surmountable with a heavy head of steam and hawsers, the way is by no means safe. The object in constructing the railway from Arrancaplumas to the Dorada was to avoid the necessity of a by no means safe passage of the river. It was also proposed to construct a railway from Girardot, on the eastern bank, to connect with the Facatativa Railway, which extends to Bogota. Part of the Girardot Railway has been constructed. If ever it is continued to the Facatativa road, it will be of the greatest benefit to the interior.

LOCOMOTIVES, PRINTS, BOOTS AND SHOES, HARDWARE, PIANOS,
FURNITURE, BICYCLES, ETC.

Locomotives.—Most of the Colombian railroads are 3-foot gauge, though the meter gauge, 3 feet 3½ inches, is in use on at least one of them; the maximum gradient is 4 per cent, and the minimum radius of curvature about 222 feet, or a 26-degree curve. The rails in use are light, running from 30 to 47 pounds per yard. As a rule, the maximum speed required is not over 20 miles per hour. The weight of engines varies from 4 to 25 tons, the usual weight being from 15 to 20 tons.

Besides meeting the above track requirements, an engine for this

country should be built with the expectation that it will be derailed frequently and receive rough usage generally. The heavy rains, lack of ballast, light rails, and quickly rotting cross-ties, on most Colombian railroads, form a combination that should be taken into consideration by the locomotive builder. The most common types of locomotives in use in the country are the light four-wheelers, all drivers, and the four-drivers with two bogie truck wheels ahead; six-driving-wheel engines are scarce.

The locomotive should be built of the best of material, so that its long life may be an advertisement for the maker; he should not try to make his profit off of the extra pieces which he may be called upon to supply constantly, but rather try that there may be no need of extras until natural and long wear shall make them necessary. Wood is the general fuel in use, and is not always good. Spark arresters are a necessity, and should be taken into consideration in planning for draft space. Injectors should be simple and able to lift hot water. Korting's double tube injectors are a good type.

Prints.—Common prints must be in lengths of 30 yards and 22 inches in width; prints worth $4\frac{1}{2}$ cents or more should be in lengths of 10 and 30 yards, and in widths of 28 to 30 inches, each piece folded neatly in white or ornamented paper. Manufacturers in Great Britain charge 1 penny per piece extra for cutting prints in lengths of 10 yards.

Boots and shoes.—Practically, women's and children's only are imported, and are of the French style, with Spanish heel, costing from 50 to 84 francs (\$9.65 to \$16.20) a dozen for women's, and 24 to 48 (\$4.60 to \$9.20) for children's. Men's shoes are manufactured in the country, the uppers only being imported.

Leather.—Sole leather is manufactured here and exported to some extent. During the first half of 1897, sole leather to the value of \$7,100 was exported to Europe and of \$1,150 to Curaçao.

Tools.—United States tools of all kinds are preferred to European ones. They are better finished, lighter, and more convenient, but at the same time they are also more expensive. The "machete" may be taken as an example; the Collins machete is known through the whole of South America and is the standard. Germany makes an exact pattern of good material and offers to replace it should it break, at 44 to 46 francs (\$8.50 to \$8.90) and $27\frac{1}{2}$ off, and 34 marks (\$8) with 5 off, while the Collins machete costs \$10.50 with 10 off.

Furniture.—All furniture is imported, the cheap grades of common yellow chairs, cane seats, from the United States; round wood, black or brown, cane seat, from Bohemia, Austria. The Bohemian chairs cost from 3.10 to 4 florins (\$1.25 to \$1.60) each, with 42 and 2 off; rockers from 10.80, 14 to 16 florins (\$4.30 to \$5.60 to \$6.40); armchairs, 7.25 (\$2.90), and sofas, 18 florins (\$8.20), all with the same discount of 42 and 2 off.

The Austrian goods are imported very largely; they are light, cool, and suitable for the climate. Furniture of this class comes knocked down, each piece well wrapped with straw and covered with burlap, with one iron band lengthwise on the bale, in bales of 125 pounds.

Pianos.—Pianos from France and Germany, intended for transshipment into the interior, are now imported in five pieces, each piece in a tin-lined and soldered box, and of such a shape that it can be easily transported on mule back.

Bicycles.—At present, there are only 70 bicycles in this city, 66 American, 3 British, and 1 Italian. The best bicycle towns of Colombia are Bogota, Medellin, and Cartagena.

ELECTRICAL SUPPLIES.

The manager of the electric-light plant in this city informs me that the lowest price at which he has been offered incandescent lamps in the United States is 18 cents, but that he has had offers from Italy of ordinary lamps of 3.1 Watts candle power at 55 centimes (10.6 cents), and has received from Italy lamps of 2.5 Watts, guaranteed for 500 hours, some of which have lasted 2,000 hours, without the light decreasing notably, at 65 centimes (12.5 cents). He also informs me that wire can be bought in Germany at from 10 to 15 per cent less than in the United States. At the present time, there are electric plants in Panama, Cartagena, Santa Marta, Bucaramanga, and this city. Plants are being installed in Medellin and Bogota; the plant for Bogota will cost more than half a million, and has been purchased in Europe. The manager above referred to says, in writing to me upon electrical apparatus in Colombia:

In the country that you represent, most of the manufacturers of this class of merchandise are sleeping upon their laurels, waiting for orders to come in through commission firms; they do not study the South American market, so as to become acquainted with the requirements of these countries.

SANTA MARTA.

Imports through the port of Santa Marta for the first six months of 1897 were as follows:

From—	Value.
United States.....	\$16, 118. 54
Germany.....	7, 625. 00
France.....	7, 335. 00
Great Britain.....	5, 290. 40
Total.....	36, 368. 94

Exports for the same period were, to the United States, only 143,265 bunches of bananas, valued at \$69,211.58.

Within the past two years, a number of coffee plantations have been opened on the Sierra Nevadas of Santa Marta, with promise of the best results.

Tonnage entered at the port of Santa Marta during the year ending December, 1896, was:

Flag.	Tons.	Flag.	Tons.
British.....	18, 747	Colombian.....	924
Norwegian.....	11, 091	Danish.....	276
German.....	4, 226	Dutch.....	232
American.....	1, 434	Total.....	38, 106
Venezuelan.....	1, 176		

RIO HACHA.

During the first six months of 1897, Rio Hacha imported merchandise weighing 539,594 kilos, valued at \$37,790, and on which duty was paid amounting to \$18,300. All merchandise for Rio Hacha is shipped to Curacao, and from that point forwarded to Rio Hacha by small sailing vessels.

The principal home trade of Rio Hacha is with the Indians of the Goajira Peninsula.

Exports to the United States for the same period were:

Hides.....	\$9,158.60
Skins (goat).....	45,046.00
Total.....	54,204.60

Tonnage entered at the port of Rio Hacha during the year ending December, 1896, was:

Flag.	Tons.	Flag.	Tons.
Venezuelan.....	1,318	Norwegian.....	226
American.....	1,270	Dutch.....	222
Danish.....	1,048		
German.....	306	Total.....	4,390

JOHN BIDLAKE, *Consul.*

BARRANQUILLA, *October 1, 1897.*

MEDELLIN.

The absence of official statistics in this inland district renders my task of complying with the instructions contained in the circular issued by the Department of State under date of August 10 extremely difficult, my only source of trustworthy information being the Antioquia Railroad Company, and its semiannual report for the six months ended June 30 of the current year has not yet been published. However, through the courtesy of the director of the company, I have obtained the rather meager data that this report contains.

The railroad company keeps a record of the weight, but not of the value, of the goods it handles, so that only in a few instances can the value be approximately determined.

Besides, the business done by the Antioquia Railroad does not represent the entire trade of the department of Antioquia, as the extreme northern and extreme southern districts have direct communication with the Magdalena River. From the information I have gathered, I judge that the railroad traffic represents from 75 to 80 per cent of the entire trade of the department.

From January 1 to June 30, 1897, the total export traffic over the Antioquia Railroad amounted to 34,704 parcels, weighing 3,380,417 avoirdupois pounds, and during the same interval the importations over the road amounted to 47,654 parcels, with an aggregate weight of 6,392,193 pounds.

The local traffic during the period under consideration has consisted of 7,867, parcels weighing 649,947 pounds.

I can form no direct estimate of the value of foreign importations into this district, but I believe that it is comparatively easy to approximate the values of the principal exportations. They were, from January to June, 1897:

Articles.	Weight.	Value.
	<i>Pounds.</i>	
Gold and silver.....		\$1,540,000
Coffee.....	2,955,411	398,202
Hides.....	312,060	61,356
Panama hats.....	1,033	3,996
Total.....	3,268,504	2,003,554

I have no means of estimating the value of the remaining 111,913 pounds of exportations. Though, as I have already stated, I am unable to give the values of the goods imported into Antioquia over the railroad during the first half of the current year, it may be of some interest to United States exporters to be informed as to the quantities of the principal American importations during the period to which this report refers.

The principal importations from the United States were:

Articles.	Weight.
	<i>Pounds.</i>
Flour	913, 160
Lard	46, 195
Petroleum	43, 891
Electric-light supplies	148, 355
Total	1, 151, 101

THOMAS HERRAN, *Consul.*

MEDELLIN, *October 9, 1897.*

PANAMA.

In obedience to the circular issued August 10 last, I send this report on commerce for the eighteen months ending June 30, 1897.

It must be remembered that the statistics here are not kept as in the United States, and their meagerness precludes anything like a full or an accurate statement. The business of this place for the period ending December 30, 1896, was about the same as that ending the December previous.

The chief exports to the United States from this place for the six months ending December 30, 1896, were as follows: Balsam, cocoa, coffee, deerskins, gold bullion, hides, heron feathers, iodine, ivory nuts, mother-of-pearl shells, opium, rubber, starch, sarsaparilla, silver coins, tortoise shells, wood (various). The value of the whole, in the money of this country, was \$203,192.33 (\$100,173 United States currency).

The same articles exported during the six months ending June 30, 1897, was \$240,089.88 (\$113,562); showing a net increase in favor of the last six months of \$36,897.55 (\$13,389).

During the six months ending December 31, 1896, there were shipped locally from Panama to San Francisco and the South Pacific, 12,532 packages. During the same period, there was shipped from Panama, in transit from the United States and England, 576,226 packages. Total, 588,758 packages.

For the six months ending June 30, 1897, there were shipped locally, for the same destination, 9,297 packages, and in transit 712,982 packages; total, 722,279 packages; showing a net increase in favor of the last six months of 133,521 packages. These packages will weigh upon an average 175 pounds each.

The following articles were shipped from California, Central America, and the South Pacific to Panama:

Period.	Deer-skins.	Hides.	Rubber.	Cacao.	Ivory nuts.	Flour.	Indigo.	Tobacco.	Coffee.
Six months ending Dec. 31, 1896	66, 001	1, 307	5, 586	53, 149	21, 127	15, 980	5, 108	1, 246	95, 980
Six months ending June 30, 1897	53, 964	885	4, 520	97, 322	9, 793	17, 144	1, 470	1, 053	672, 261
Total for fiscal year.	119, 965	2, 192	10, 106	150, 471	30, 920	33, 124	6, 578	2, 299	768, 241

The deerskins shown above indicate the number of skins. All others show bags, packages, etc., averaging in weight about 175 pounds each.

All the flour mentioned is consumed in Panama, while all other articles go in transit to the United States or Europe.

CURRENCY.

During the eighteen months ending June 30, 1897, gold ranged at a premium of from 120 to 150. The fluctuation is very great. In the main, the money used here is silver, paper money being hardly known in Panama, though it is used to a limited extent in the interior. To-day, the premium on gold is 136.

QUARANTINE.

Formerly, there was no inspection of ships by port authorities or otherwise, but now all vessels before landing are required to anchor and be visited by an inspector. Vessels infected are placed in quarantine.

NEW WHARF.

The wharf now under construction at Laboca, 3 miles from the city, will be quite an important improvement in loading and unloading ships. It will be 1,000 feet long, and the channel of the bay will be dredged so as to carry 28 feet of water, making it possible for very large ships to enter. Now, these ships must remain out 3 miles in the bay, and load and unload by means of small vessels. This work, which is in active progress, will be completed the last of this or early next year.

TRANSPORTATION.

Telegraphic communication has been extended to David, Santiago, Tonosi, Chome, and other local points in the Republic. Service between this port and San Francisco is carried on exclusively by the Pacific Mail and Steamship Company. It takes about twenty-five days to make the trip each way. From this place to New York via Panama Railroad Steamship Line (the only one), it takes seven days each way. So far as I can ascertain, there is no increase or decrease of freight rates.

Trade in the Republic is carried on by small crafts between ports on the ocean and rivers, and then by mules to the interior.

TAXES.

Commercial travelers are taxed \$25 for the privilege of showing their samples.

There are no laws discriminating against United States vessels other than that they are not allowed to do a coastwise trade; this trade is done under the Colombian flag, and by licensed vessels.

The general rule is a tax on all important articles. However, liquors are highly taxed, and tobacco, salt, etc., are excluded.

During the past eighteen months, there has been no change in copyrights and trade-marks.

Postage on letters for points outside of the Republic is 10 cents per one-half ounce, papers 4 cents per 4 ounces; within the Republic postage is half of this amount.

There is no requirement that manufactured articles imported shall show from what country they are shipped or where or by whom made.

Owing to very high freight rates from the United States, all goods should be as compactly packed as possible. England and Austria send shoes to this market in much smaller and lighter boxes than those used by manufacturers in the United States. This applies to other articles. When it is considered that both space and weight are taken into account fixing freight rates, it will be seen that this is an important feature. European houses as a rule give from sixty to ninety days after receipt of goods, while United States firms do not extend like credit. This militates in favor of the English merchant.

The popularity of American shoes has decidedly increased in this market. This is owing both to their superior shape, workmanship, and quality of material, while the prices compare favorably with those of other countries.

H. A. GUDGER, *Consul-General.*

PANAMA, October 1, 1897.

DECLARED EXPORTS, COLOMBIA.

Value of exports declared for the United States at the several consular offices in Colombia during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
BARRANQUILLA.					
Balsam copaiba	\$344.80		\$1,175.52	\$640.00	\$2,160.32
Balsam tolu	50.04	\$1,906.84	340.00	1,208.00	3,504.88
Bird skins		837.20	390.00		1,227.20
Cedar logs			11,200.00	600.00	11,800.00
Cinchona bark			240.00		240.00
Coffee	486,776.12	565,633.76	468,117.82	600,974.28	2,121,501.98
Feathers (garza)				260.00	260.00
Gold, in bars and dust	800.00	800.00	2,604.00	460.00	4,664.00
Goatskins	1,981.60	2,582.00	4,372.80	2,188.80	11,125.20
Hides (dry, salted, or arsenic cured)	47,427.16	61,790.88	55,436.72	118,651.86	383,306.62
Horsehair	148.00	193.20	168.00	144.00	653.20
Horns			112.00		112.00
Indigo				48.00	48.00
Mineral		140.00	183.20		323.20
Plants (orchids)	120.00	324.00	168.00	1,200.00	1,812.00
Rubber	232.00	356.00	176.00	760.00	1,524.00
Sisal		28.00			28.00
Vanilla		16.00			16.00
Machinery returned	680.00	217.20	50.00	50.00	997.20
Total.....	538,559.72	634,825.08	544,734.06	727,204.84	2,445,323.80
CARTAGENA.					
Cedar and mahogany	6,338.47	26,846.16	6,730.77		39,915.40
Cocoanuts		3,535.39	2,130.42	807.69	5,982.50
Coffee	174,352.56	192,492.89	103,728.81	170,671.29	641,245.55
Copaiba	222.47	748.08	3,180.00	1,853.85	6,004.40
Divi-divi			123.68		123.68
Feathers		500.00	240.31	288.47	1,028.78
Fustic			159.03	94.04	253.07
Gold dust	1,183.47		495.20		1,678.67
Hides	28,319.40	40,326.55	15,497.54	22,383.92	106,527.41
Ivory nuts		468.08		1,231.41	1,699.49
Minerals				200.00	200.00
Miscellaneous	15.39		19.24	9.62	44.25
Personal effects			576.93		576.93
Returned American goods		415.39		657.69	1,073.08
Rubber	5,840.29	8,727.93	3,890.98	12,307.09	30,766.24
Silk		188.41			188.41

Value of exports declared for the United States at the several consular offices in Colombia during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CARTAGENA—continued.					
Skins	\$327.39	\$47.89		\$1,055.06	\$1,430.34
Tobacco		561.54			561.54
Tolu balsam		1,157.70			1,157.70
Total	216,599.44	276,006.01	\$136,781.86	211,060.13	840,447.44
COLON.					
Bananas	10,391.03	8,902.25	8,471.30	16,896.73	44,741.31
Cocoanuts	4,231.06	2,646.02	2,125.66	1,072.24	10,075.58
Ivory nuts	2,285.06	1,426.61		3,503.85	7,215.52
Mahogany	309.06	345.98	4,605.66	1,691.49	6,952.19
Manganese ore	29,278.97	14,115.23	7,940.26	14,092.00	65,426.46
Rubber	293.99	1,869.67	1,059.96	466.35	3,689.97
Tortoise shell	6,824.01	1,301.97	436.05	3,758.54	12,320.57
Cedar		1,284.54	6,166.87	1,396.20	8,847.61
All other		458.29	1,686.98	681.73	2,827.00
Total	53,613.18	32,441.16	32,492.74	43,549.13	162,096.21
RIO HACHA.					
Hides	2,662.00	4,178.34	3,993.60	5,165.00	15,998.94
Skins (goat)	21,035.10	26,864.30	9,177.50	35,868.50	92,945.40
Total	22,697.10	31,042.64	13,171.10	41,033.50	108,944.34
SANTA MARTA.					
Bananas	18,861.65	15,460.48	26,970.00	50,349.98	111,642.11
RECAPITULATION.					
Barranquilla	538,559.72	634,825.08	544,734.06	727,204.94	2,445,323.80
Bocas del Toro			113,285.05	291,278.50	404,561.55
Cartagena	216,599.44	276,006.01	136,781.86	211,060.13	840,447.44
Colon	53,613.18	32,441.16	32,492.74	43,549.13	162,036.21
Panama	52,846.89	50,311.93	55,915.88	57,151.98	216,228.68
Rio Hacha	22,697.10	31,042.64	13,171.10	41,033.50	108,944.34
Santa Marta	18,861.65	15,460.48	26,970.00	50,349.98	111,642.11
Total	904,117.98	1,040,087.30	983,350.69	1,421,628.16	4,289,184.13

ECUADOR.

I have the honor to send herewith a report showing the exports, by countries, of principal articles from the port of Guayaquil, Ecuador, for the six months ending June 30, 1897. The figures I obtained from the statistical office of the Guayaquil custom-house. The officer in charge had not made up the exports from the other three exporting ports of the Republic, Bahia de Carragues, Esmeraldas, and Manta, but the exports from these are comparatively small.

GEO. G. DILLARD,
Consul-General

GUAYAQUIL, July 28, 1897.

The following tables show the exports of principal products, by countries, from the port of Guayaquil, Ecuador, for the six months ending June 30, 1897, taken from the books of the statistical office of the custom-house.

CACAO.

Destination.	Unit.	Quantity.	Value.	United States currency.
			<i>Sucres.</i>	
France.....	Kilos ..	4,512,069	1,612,611.25	\$764,152
Germany.....	do ..	2,107,044	812,985.00	383,728
Spain.....	do ..	1,600,326	602,832.13	284,535
England.....	do ..	1,317,974	537,104.25	253,511
United States.....	do ..	982,155	371,280.02	175,244
Holland.....	do ..	237,607	80,950.00	38,228
Guatemala.....	do ..	39,761	15,538.00	7,330
San Salvador.....	do ..	39,314	14,324.00	6,759
Chile.....	do ..	28,937	10,747.00	5,069
Mexico.....	do ..	20,353	6,510.00	3,072
Austria.....	do ..	16,331	6,000.00	2,832
Costa Rica.....	do ..	11,674	6,041.88	2,850
Italy.....	do ..	8,071	2,800.00	1,321
Belgium.....	do ..	8,165	3,000.00	1,416
Nicaragua.....	do ..	7,759	3,800.00	1,793
Uruguay.....	do ..	1,228	370.00	170
Total		10,938,668	4,066,896.53	1,931,999

NOTE.—The declared exports of cacao to the United States for the same time, as shown by the books of the consulate-general, amount to 379,767.65 sucres (\$179,246), against 371,280.02 sucres (\$175,244) in the above table, a discrepancy which I can not explain.

COFFEE.

France.....	Kilos.	215,498	93,110.75	\$44,047
Chile.....	do ..	152,228	56,415.00	26,707
Holland.....	do ..	139,833	62,400.00	28,452
Germany.....	do ..	100,533	43,852.00	20,698
England.....	do ..	27,583	14,046.25	6,030
United States.....	do ..	22,458	10,495.02	4,953
Colombia.....	do ..	17,253	5,700.00	2,690
Spain.....	do ..	13,986	5,000.00	2,360
Italy.....	do ..	1,564	700.00	330
Peru.....	do ..	369	162.00	76
Total		601,305	291,881.02	136,943

CAOUTCHOUC (INDIA RUBBER).

United States.....	Kilos.	61,624	81,951.56	\$38,680
Germany.....	do ..	18,177	29,255.00	13,808
France.....	do ..	7,762	9,926.00	4,685
England.....	do ..	83	80.00	37
Total		87,656	121,212.56	57,210

HIDES.

United States.....	Kilos ..	107,016	38,946.58	\$18,382
France.....	do ..	53,563	18,608.20	8,782
Germany.....	do ..	3,824	824.00	388
England.....	do ..	3,807	1,386.40	644
Total		168,210	59,574.18	28,196

TAGUA (IVORY NUTS).

Germany.....	Kilos ..	497,410	34,908.00	\$16,478
France.....	do ..	335,027	12,500.00	5,900
United States.....	do ..	30,815	2,060.00	960
Total		863,253	49,468.00	23,336

Value of exports declared for the United States at the several consular offices in Colombia during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CARTAGENA—continued.					
Skins	\$327. 39	\$47. 89		\$1, 055. 06	\$1, 430. 34
Tobacco		561. 54			561. 54
Tolu balsam		1, 157. 70			1, 157. 70
Total	216, 590. 44	276, 006. 01	\$136, 781. 86	211, 060. 13	840, 447. 44
COLON.					
Bananas	10, 391. 03	8, 992. 25	8, 471. 30	16, 886. 73	44, 741. 31
Cocoanuts	4, 231. 06	2, 646. 62	2, 125. 66	1, 072. 24	10, 075. 58
Ivory nuts	2, 285. 08	1, 426. 61		3, 503. 85	7, 215. 52
Mahogany	309. 08	345. 98	4, 605. 66	1, 691. 49	6, 962. 19
Manganese ore	29, 278. 97	14, 115. 23	7, 940. 26	14, 092. 00	65, 426. 46
Rubber	293. 99	1, 869. 67	1, 050. 96	466. 35	3, 689. 97
Tortoise shell	6, 824. 01	1, 301. 97	436. 05	3, 758. 54	12, 320. 57
Cedar		1, 284. 54	6, 166. 87	1, 596. 20	8, 847. 61
All other		458. 29	1, 686. 98	681. 73	2, 827. 00
Total	53, 613. 18	32, 441. 16	32, 492. 74	43, 549. 13	162, 096. 21
RIO HACHA.					
Hides	2, 662. 00	4, 178. 34	3, 993. 60	5, 165. 00	15, 998. 94
Skins (goat)	21, 035. 10	26, 864. 30	9, 177. 50	35, 866. 50	92, 945. 40
Total	23, 697. 10	31, 042. 64	13, 171. 10	41, 033. 50	108, 944. 34
SANTA MARTA.					
Bananas	18, 861. 65	15, 460. 48	26, 970. 00	50, 349. 98	111, 642. 11
RECAPITULATION.					
Barranquilla	538, 559. 72	634, 825. 08	544, 734. 06	727, 204. 94	2, 445, 323. 80
Bocas del Toro			113, 285. 05	291, 276. 50	404, 561. 55
Cartagena	216, 590. 44	276, 006. 01	136, 781. 86	211, 060. 13	840, 447. 44
Colon	53, 613. 18	32, 441. 16	32, 492. 74	43, 549. 13	162, 036. 21
Panama	52, 846. 89	50, 311. 93	55, 915. 88	57, 153. 08	216, 226. 68
Rio Hacha	23, 697. 10	31, 042. 64	13, 171. 10	41, 033. 50	108, 944. 34
Santa Marta	18, 861. 65	15, 460. 48	26, 970. 00	50, 349. 98	111, 642. 11
Total	904, 117. 98	1, 040, 087. 30	983, 350. 69	1, 421, 628. 16	4, 289, 184. 13

ECUADOR.

I have the honor to send herewith a report showing the exports, by countries, of principal articles from the port of Guayaquil, Ecuador, for the six months ending June 30, 1897. The figures I obtained from the statistical office of the Guayaquil custom-house. The officer in charge had not made up the exports from the other three exporting ports of the Republic, Bahia de Carragues, Esmeraldas, and Manta, but the exports from these are comparatively small.

GEO. G. DILLARD,
Consul-General

GUAYAQUIL, July 28, 1897.

The following tables show the exports of principal products, by countries, from the port of Guayaquil, Ecuador, for the six months ending June 30, 1897, taken from the books of the statistical office of the custom-house.

CACAO.

Destination.	Unit.	Quantity.	Value.	United States currency.
			<i>Sucres.</i>	
France.....	Kilos ..	4, 512, 069	1, 612, 611. 25	\$764, 152
Germany	do	2, 107, 044	812, 985. 00	383, 728
Spain	do	1, 600, 326	602, 832. 13	284, 535
England	do	1, 317, 974	537, 104. 25	253, 511
United States.....	do	982, 155	371, 280. 02	175, 244
Holland.....	do	237, 607	80, 950. 00	38, 228
Guatemala.....	do	39, 761	15, 538. 00	7, 350
San Salvador.....	do	39, 314	14, 324. 00	6, 759
Chile	do	28, 937	10, 747. 00	5, 069
Mexico	do	20, 353	6, 510. 00	3, 072
Austria.....	do	16, 331	6, 000. 00	2, 852
Costa Rica.....	do	11, 674	6, 041. 88	2, 850
Italy.....	do	8, 071	2, 800. 00	1, 321
Belgium.....	do	8, 165	3, 000. 00	1, 416
Nicaragua.....	do	7, 759	3, 800. 00	1, 793
Uruguay.....	do	1, 228	370. 00	170
Total		10, 938, 868	4, 086, 896. 53	1, 931, 999

NOTE.—The declared exports of cacao to the United States for the same time, as shown by the books of the consulate-general, amount to 379,767.65 sucres (\$179,246), against 371,280.02 sucres (\$175,244) in the above table, a discrepancy which I can not explain.

COFFEE.

France	Kilos.	215, 498	93, 110. 75	\$44, 047
Chile	do	152, 228	56, 415. 00	28, 707
Holland	do	139, 833	62, 400. 00	28, 452
Germany	do	100, 533	43, 852. 00	20, 698
England	do	27, 583	14, 046. 25	6, 630
United States.....	do	22, 458	10, 495. 02	4, 953
Colombia	do	17, 253	5, 700. 00	2, 690
Spain	do	13, 986	5, 000. 00	2, 360
Italy.....	do	1, 564	700. 00	330
Peru.....	do	369	162. 00	76
Total		601, 305	291, 881. 02	136, 943

CAOUTCHOUC (INDIA RUBBER).

United States.....	Kilos.	61, 024	81, 951. 56	\$38, 690
Germany	do	18, 177	29, 255. 00	13, 808
France	do	7, 762	9, 926. 00	4, 685
England	do	93	80. 00	37
Total		87, 056	121, 212. 56	57, 210

HIDES.

United States.....	Kilos ..	107, 016	38, 940. 58	\$18, 382
France	do	53, 563	18, 908. 20	8, 782
Germany	do	3, 824	824. 00	388
England	do	3, 807	1, 366. 40	644
Total		168, 210	59, 574. 18	28, 196

TAGUA (IVORY NUTS).

Germany	Kilos ..	497, 410	34, 908. 00	\$16, 476
France	do	335, 027	12, 500. 00	5, 900
United States.....	do	30, 815	2, 060. 00	960
Total		863, 253	49, 468. 00	23, 336

FINE PANAMA HATS.

Destination.	Unit.	Quantity.	Value.	United States currency.
			<i>Soles.</i>	
San Salvador	Dozen ..	1,008 $\frac{1}{2}$	18,856.00	\$8,900
United States	do	930 $\frac{1}{2}$	19,200.28	9,062
Costa Rica	do	804 $\frac{1}{2}$	11,320.00	5,343
Guatemala	do	247 $\frac{1}{2}$	3,985.00	1,880
Martinique	do	375 $\frac{1}{2}$	6,820.00	3,059
Nicaragua	do	309 $\frac{1}{2}$	5,140.00	2,428
Colombia	do	116	1,380.00	643
Chile	do	100	1,550.00	731
Other countries	do	118	1,880.00	877
Total		4,010 $\frac{7}{8}$	70,091.28	32,921

ORDINARY PANAMA HATS.

San Salvador	Dozen ..	579	7,018.20	\$3,310
United States	do	548	4,520.00	2,133
Costa Rica	do	634 $\frac{1}{2}$	8,803.00	3,919
Nicaragua	do	230	2,500.00	1,180
Guatemala	do	168	1,680.00	692
Other countries	do	127	1,240.00	585
Total		2,286 $\frac{1}{2}$	25,261.20	11,820

MOCORA STRAW—FOR HAMMOCKS.

Peru	Kilos ..	4,409	2,079.00	\$981
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TOQUILLA—FOR PANAMA HATS.

Germany	Kilos ..	790	2,000.00	\$944
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COTTON.

Germany	Kilos ..	27,974	10,500.00	\$4,956
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TOBACCO.

Peru	Kilos ..	2,126	1,228.00	\$578
Chile	do	170	120.00	55
Germany	do	157	240.00	111
Total		2,453	1,588.00	744

NOTE.—The books of custom houses do not mention the 4,321 pounds shipped to the United States, as shown by the books of the consulate-general.

Consul-General De Leon transmits from Guayaquil, under date of January 31, 1898, copies of replies to a number of inquiries he has received, covering various lines of trade. An epitome of the information therein contained is as follows:

Beer.—Merchants are unanimous in saying that as United States brands are not known in the market of Ecuador, the proper way to introduce the goods is to make a small experimental consignment. Terms demanding sight drafts will absolutely preclude business. German and Austrian brewers sell large quantities in Ecuador, granting liberal credits. Extreme care must be exercised in packing. The consul advises shipping via the Straits of Magellan. United States prices compare well with those of foreign countries, but to introduce new brands, the seller must be willing to meet competition as to grade and terms.

Carriages.—The topographical situation of Guayaquil precludes access to the

interior except over abominable roads on the north. The streets are in very poor condition, and during the rainy season vehicles are not allowed to run. Very few carriages are, in consequence, imported.

Lumber.—The importation of lumber is a very important industry, especially during the rebuilding of a large portion of the city destroyed by fire in October, 1896. Four cargoes have arrived from the United States in the last few months. The United States supplies over 90 per cent of all the lumber imported. Duty is levied on weight.

Machinery.—Sugar boiling, coffee and rice cleaning plants are the sorts most largely sold.

Pianos.—This line of trade is almost entirely in German hands, and United States pianos can be sold only at competitive prices.

Shoes.—Trade is mostly in the hands of the Chinese, who work so cheaply as to preclude competition.

Whisky.—But little is imported, and that of poor quality. The peasants, who comprise nine-tenths of the population, drink a native rum. Goods can not be sold to any extent except through the medium of a traveling salesman.

General remarks.—The ports of Ecuador are Esmeraldas, Bahia de Carquez, Manta, and Guayaquil. The first three are small towns of 1,000 to 2,000 inhabitants. Guayaquil has about 50,000. Europe has the bulk of the general trade; the United States has only about 20 per cent, exporting to Ecuador chiefly articles like lumber, flour, kerosene, lard, etc. Nearly all manufactured articles come from Europe. There are several mining companies, one, under control of American capital, being prosperous. Until a railroad is built to Quito, any material advance in industrial conditions can not be expected. Merchandise for Quito is transported on mule back from Chimbo (a point 54 miles from Guayaquil, to which a railroad runs) or from Babahoyo, where the river ceases to be navigable. The freight per mule load (200 to 225 pounds), including railroad or river transportation to point of loading on pack train, is about \$2.60, United States currency. A contract is being made by American capital to extend the railroad (the only one in Ecuador) from Chimbo to Quito. It is now owned by the Government.

The consul recommends as a means of increasing United States trade the establishment of reasonable freight rates, the sending of commercial travelers, the granting of longer credits, and careful packing. Freight, he says, is charged by cubic ton of 40 cubic feet. Duty is levied on all articles by weight, and exporters should combine, as far as possible, a minimum of bulk with the greatest care.

DECLARED EXPORTS, ECUADOR

Value of the exports declared for the United States at the several consular offices of the United States in Ecuador during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
BAHIA DE CARAQUEZ.					
Cacao	\$12,555.42	\$3,311.67	\$1,767.14	\$7,172.20	\$24,806.43
Chicle			110.92		110.92
Coffee	906.29	1,518.18	936.73	241.10	3,302.30
Hides	658.02	309.82	640.84	804.14	2,473.42
Rubber	10,688.17	14,403.40	9,179.87	5,762.52	40,083.96
Total	24,508.50	19,603.07	12,636.50	13,979.96	70,727.03
ESMERALDAS.					
Cacao	475.42	552.00		193.00	1,220.42
Coffee	73.00				73.00
Gold dust	1,120.00				1,120.00
Gold, old			150.75		150.75
Hides	83.16	117.64	215.34	356.82	872.96
Ivory nuts	2,102.00	2,416.30	4,931.25	10,438.50	19,888.05
Palm nuts	288.00				288.00
Rubber	12,160.33	20,660.00	15,998.00	20,306.29	69,124.62
Total	16,301.91	23,745.94	21,295.34	31,294.61	92,637.80
GUAYAQUIL.					
Bamboo cane			47.40		47.40
Bank bills		84.77			84.77
Cacao		22,287.91	82,097.19	96,673.24	201,088.34
Coffee		5,688.37	9,033.43		14,721.80
Cotton				815.75	815.75
Dental chairs, returned		396.02			396.02

Value of the exports declared for the United States at the several consular offices of the United States in Ecuador during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
GUAYAQUIL—continued.					
Garza plumes			\$494. 20	\$2, 355. 36	\$2, 849. 56
Gold dust		\$23. 03		1, 219. 41	1, 242. 44
Gold, old		266. 95			266. 95
Grease		109. 89			109. 89
Hair, cow				16. 38	16. 38
Hats, straw		1, 179. 87	4, 546. 50	2, 248. 16	7, 974. 62
Hides		18, 543. 73	10, 450. 74	9, 300. 00	38, 354. 47
Ivory nuts				991. 54	991. 54
Lard			48. 10		48. 10
Photographs		39. 20			39. 20
Rubber		21, 509. 29	28, 497. 86	21, 246. 90	71, 254. 05
Ruling machine, returned				187. 20	187. 20
Skins, goat			295. 97	761. 59	1, 057. 56
Silver coin		929. 22			929. 22
Silver, old		17. 35			17. 35
Wood, sample			14. 22		14. 22
Total.....	\$130, 000. 00	71, 055. 00	135, 525. 70	135, 365. 53	471, 676. 83
MANTA.					
Cacao		203. 71		33. 08	236. 79
Coffee	964. 93	1, 179. 84	1, 317. 61	30. 15	3, 492. 53
Garza plumes				142. 20	142. 20
Hides	316. 63	1, 202. 71	748. 34	1, 541. 30	3, 808. 96
Rubber	3, 846. 29	13, 077. 97	1, 741. 20	42. 91	18, 708. 37
Vanilla				14. 22	14. 22
Total.....	5, 127. 85	15, 664. 23	3, 807. 14	1, 803. 86	26, 403. 07
RECAPITULATION.					
Bahia de Caráquez	24, 508. 50	19, 803. 07	12, 635. 20	13, 979. 96	70, 726. 73
Esmeraldas	16, 301. 91	23, 745. 94	21, 295. 34	31, 294. 61	92, 637. 80
Guayaquil	130, 000. 00	71, 055. 60	135, 255. 70	135, 365. 53	471, 676. 83
Manta	5, 127. 85	15, 664. 23	3, 807. 14	1, 803. 86	26, 403. 08
Total.....	175, 938. 26	130, 068. 84	172, 993. 38	182, 443. 96	661, 441. 44

¹ Estimated: The returns for the quarter and a few of the returns for December quarter were consumed in the Guayaquil fire of October 5 and 6, 1896.

FALKLAND ISLANDS.*

There is no direct trade with the United States. About \$10,000 worth of United States goods come here from England, chiefly petroleum, canned meats, canned fruits from California, tobacco in various forms, and sewing machines.

I have made every effort to obtain the export and import trade of this colony for the present year, but can not get it. It will be quite safe to take last year's report as a basis.

I inclose the tariff of import duties.

No wagons, plows, carriages, or agricultural implements are used except the wheelbarrow, spade, and hoe. Roads are unknown. There is no cultivation of land except in small gardens.

There have been no changes in harbor dues or in currency values. Imported goods should show from where they come and where they are manufactured. No passports are required.

Carpenters' tools from the United States are preferred, but can not be conveniently obtained.

Nothing is done in the way of shipbuilding except repairing, and

* In response to circular of August 10.

shipmasters are often heard to complain of excessive charges and slow work.

At present, there is some talk of procuring a steam tug for the relief of incoming and outgoing vessels, which if done will be of great relief, as it will prevent vessels being lost, crew and all, as was the case of the Philadelphia, on May 14, 1896, and recently of a German vessel, whose crew only was saved.

J. H. MILLER, *Consul*.

PORT STANLEY, *November 11, 1896.*

TARIEF OF IMPORT DUTIES.

	<i>s.</i>	<i>d.</i>
Spirits and strong waters	per gallon..	10 0 = \$2.43
Liquors, cordials, and sweetened spirits	do.....	10 0 = 2.43
Articles containing any quantity of alcohol or spirit which by the Imperial customs laws are liable to duty as spirits	per gallon..	10 0 = 2.43
Wine:		
In casks	do.....	2 0 = .48
In quart bottles	per dozen..	4 6 = 1.09
In pint bottles	do.....	2 3 = .54
British wines, orange wine, orange champagne, peppermint, and all other unenumerated and unexempted beverages not liable to duty as spirits, liquors, or cordials shall pay duty as wine.		
Malt liquor, mum, spruce, cider, and perry:		
In casks	per gallon..	3 = .06
In bottles	per dozen quarts..	6 = .12
In bottles	per dozen pints..	3 = .06
Cigars	per pound..	5 0 = 1.21
Cigarettes, cut and manufactured tobacco, and snuff	do.....	3 0 = .72
All other unexempted tobacco	do.....	2 0 = .48

EXEMPTIONS.

The following articles shall be exempted from the payment of duty:

Perfumed spirits and cologne water, lemonade, ginger ale, ginger beer, soda water, potash, and all other mineral waters.

Naphtha or methylic alcohol in its crude state and not fit for use as a potable spirit or for admixture with a potable spirit.

Tobacco forming an ingredient in sheep wash, or hop powder manufactured in bond in the United Kingdom.

All articles imported or taken out of bond for the use of the governor of the colony and for the use of Her Majesty's army and navy.

Imports at Stanley, Falkland Islands, for the year ending December 31, 1896.

Description.	Value.	Description.	Value.
Coals	\$6,925	Timber and building material	\$26,180
Specie	10,000	Groceries	71,245
Wearing apparel	15,320	Unmentioned articles	8,010
Clothing and boots	21,815	Spirits	17,890
Glass and earthenware	2,280	Wine	2,230
Furniture	9,735	Beer	13,505
Ship chandlery	30,845	Tobacco, cigars, and cigarettes	6,645
Dip	12,145	Government stores	7,815
Hardware	25,030	Parcels post, United Kingdom	8,915
Haberdashery	13,275		
Live stock	10,840	Total	313,205
Fodder	2,500		

SUMMARY.

United Kingdom	313,205
Germany	2,205
Uruguay	8,525
Chile	25,990
Total	349,925

Exports from Falkland Islands for the year ending December 31, 1896.

Description.	Quantity.	Value.
Wool.....pounds.....	4, 187, 628	\$560, 695
Sheepskins.....number.....	76, 209	57, 155
Tallow.....pounds.....	636, 740	17, 525
Hides.....	836	8, 135
Sealskins.....	727	5, 450
Hair.....		20
Horns, bones, etc.....		35
Live sheep ¹.....number.....	3, 360	5, 040
Parcels post, United Kingdom.....		2, 915
Total.....		660, 970

¹ To Argentina; everything else to England.*Navigation at the port of Stanley, Falkland Islands, for the year ending December 31, 1896.*

ENTERED.

Flag.	From—	Num-ber.	Tons.
SAILING VESSELS.			
British.....	United Kingdom.....	8	6, 606
	Peru.....	2	3, 528
	Brazil.....	1	302
Chilean.....	Chile.....	6	1, 036
American.....	United States.....	1	1, 496
Netherland.....	Italy.....	1	1, 954
Norwegian.....	Pacific Islands.....	2	900
Denmark.....	do.....	1	606
Total.....		22	16, 429
STEAMERS.			
German.....	United Kingdom and Germany.....	8	16, 194
	Chile.....	12	20, 145
British.....	New Zealand.....	1	3, 528
Total.....		21	39, 869

CLEARED.

Flag.	To—	Num-ber.	Tons.
SAILING VESSELS.			
British.....	United Kingdom.....	6	4, 278
	France.....	1	1, 954
Chilean.....	Chile.....	5	589
American.....	United States.....	3	4, 782
Netherland.....	Mexico.....	1	477
Norwegian.....	Windward Islands.....	2	931
Denmark.....	Barbados.....	1	493
Total.....		19	13, 504
STEAMERS.			
German.....	Chile.....	8	16, 194
	United Kingdom and Germany.....	12	20, 145
British.....	United Kingdom.....	1	3, 528
Total.....		21	39, 869

THE GUIANAS.

BRITISH GUIANA.

I have the honor to inclose report on the commerce of British Guiana for the year 1896-97, as called for in circular dated August 10. There having been no changes in some matters, I have not reported them, and for all things not treated in this report, I would refer to my report for 1895-96.

As soon as the Government Blue Book is out, I will make a supplemental report, treating of the decrease in American exports to this colony and some other matters.

CONDITION OF THE COLONY.

During the past few years, this colony has been and is still undergoing a period of depression that threatens to engulf the entire business community in ruin.

Sugar has for years been the only crop and only industry, and it is claimed that the planters have used every effort to prevent any other industry obtaining a foothold. Everything has been made subservient to the sugar-growing interest, and now that this has become unprofitable, the colony has no other available resource but its gold fields, and on account of a 5 per cent royalty on all gold mined and other restrictions, as well as the expensive means of reaching the gold fields, this industry is languishing.

Some attention is now being paid to the growing of rice, and a mill for hulling the same has been erected in this city (Georgetown). It is claimed that rice can be grown successfully here, and from the location of the land and nature of the soil, I am of the opinion this is true, but unless the employers of labor in this colony learn how to utilize it and do not require five men to do the work of one, they can never compete with the balance of the world.

Revenues are falling behind, and on a whole the colony is in a deplorable financial condition.

In 1889, the exports of sugar, rum, and molasses amounted to \$10,300,888.09, while for this year, they amounted to \$6,030,008.59, a loss of \$4,270,879.50, or two-fifths, in the exports of the staple products of the colony.

EXPORTS AND IMPORTS FOR THE YEAR 1896-97.

The staple products of the colony were taken chiefly by the countries named below:

Countries.	Quantity.	Value.
Sugar (tons):		
United Kingdom	80,052½	\$1,479,797.41
United States	75,672½	3,725,113.00
British colonies	1,260	62,042.40
Foreign countries	88½	4,357.74
Rum (gallons):		
United Kingdom	2,861,530	571,447.54
British colonies	172,935	34,535.12
Dutch West Indies	149,940	29,943.02
French West Indies	54,005	10,784.80
Other foreign countries	52,780	10,540.16
Molasses (gallons):		
British colonies	117,750	12,952.50
French West Indies	524,350	57,678.50
Holland	150,825	16,590.75
Portuguese possessions	110,275	12,130.25
French Guiana	9,950	1,004.50
Gold (ounces):		
United Kingdom	126,107	2,237,486.75
Timber (cubic feet):		
United Kingdom	381,493	140,769.75
Other countries	22,741	7,839.24

The above is taken from the report of the comptroller of customs.

To the exports of sugar, should be added about 8,000 tons sugar sent to England and afterwards shipped to the United States for sale, making the exports to the United States upward of \$4,000,000, or four-fifths of the sugar produced in the colony.

The imports into the colony amounted to \$6,440,207.70, a falling off as compared with last year of \$488,847.95. Of this amount, \$392,099.72 is a decline in imports from the United States, while the United Kingdom shows a loss of only \$29,376.75. The following table shows the value of imports from the different countries:

Countries.	Value.	Countries.	Value.
United Kingdom.....	\$3,761,746.47	Spain and possessions.....	\$16,608.79
United States.....	1,438,805.19	French Guiana.....	16,438.79
British North America.....	415,757.80	Venezuela.....	14,072.82
East Indies.....	380,409.87	French West Indies.....	9,708.92
British West Indies.....	146,020.15	Dutch West Indies.....	7,814.98
Dutch Guiana.....	74,887.85	China.....	5,009.42
Holland.....	63,093.37	Bermuda.....	1,497.70
Portuguese possessions.....	47,348.99	Other foreign countries.....	2,413.14
France.....	38,578.45		

TARIFF CHANGES.

The following changes were made in the tariff in March, 1897: Acid, acetic glacial, raised from ad valorem to \$2.40 per gallon; cards, playing, raised from 6 cents per pack to 12 cents; clapboards, raised from \$1 to \$5 per 1,000 running feet; cocoanut fiber, raised from ad valorem to 1 cent per pound; cigars and cigarettes, reduced from \$2 to \$1.50 per pound; lumber, rough, raised from \$2 to \$3 per 1,000 feet; lumber, planed, raised from \$3 to \$5 per 1,000 feet; matches, reduced from 60 cents to 50 cents per 14,400; spirits, raised from \$2.75 to \$3 per gallon; stearine, reduced from 1½ to 1 cent per pound; tobacco, leaf containing over 10 per cent moisture, raised from 40 to 75 cents per pound; wine in bottles, raised from 55 cents per dozen reputed pints to 60 cents; from \$1.10 per dozen reputed quarts to \$1.20; from \$1.10 per dozen reputed pints to \$1.20; from \$2.20 per dozen reputed quarts to \$2.40.

SHIPPING.

The statistics show that in 1896-97, 358 sailing vessels, together having 68,691 tons, and 231 steamers, of 213,064 tons, were entered at the three ports of the colony with cargo, and that 32 sailing vessels, of 9,977 tons, and 5 steamers, of 3,323 tons, were entered in ballast. Since the commencement of the service of the Quebec Steamship Company to this colony, there has been an appreciable falling off of sailing vessels from the States. In my report of last year, I mentioned the lines of steamers plying to this port. The only change in the service is that of the Royal Dutch West Indian Mail, which has increased its service from every three weeks to every two weeks from New York and from Amsterdam.

FOOD STUFFS.

There is no change to speak of, except in the price of flour, which has increased from \$5 to \$7 per barrel, and of rice, from \$3.75 to \$6.25 per bag. There are slight variations in the price of other provisions, following the course of the market in the United States.

BICYCLES.

The English have this market to a large extent. The trouble with United States bicycles is, first, this climate affects wood, and as all American wheels have wood rims, it is decidedly a disadvantage and works very much to the detriment of the wheels; secondly, there have been cheap American wheels imported that are represented to riders as being the best wheel made in the United States, which has caused a

prejudice against all our wheels. I have written to several manufacturers in regard to metal rims. With this remedied, and good wheels sent here, we would control this market. This colony is well adapted to cycling, as the country is level and roads good. The only drawback is the heat, and this can be avoided in the early morning and afternoon.

DECREASE IN UNITED STATES TRADE.

The falling off of American imports to this colony of \$392,099.72, as shown in the former part of this report, I am at present unable to explain in detail, but as soon as the Government Blue Book is out, I will make a separate report and show how and where this loss occurs.

THE GOLD-MINING INDUSTRY.

This industry at present, like everything else in this colony, is in bad condition. There has never been mining to find whether the reefs carry gold to any depth, and until this is done, nothing can be determined as to the richness of the colony in its gold district. Nearly all the alluvial mining is becoming unremunerative on account of reasons given in the first part of this report.

RAILROADS.

During the past year, a line of railroad about 18 miles long, connecting the Essequibo and Demerara rivers, has been opened to traffic. An extension of the Demerara Railroad is now under construction. This is a coast line, and will connect Georgetown and New Amsterdam and Georgetown and Plantation Philadelphia. Its whole length will be about 60 miles. While this road is built by the company, the interest on its stock is guaranteed by the Government.

POSTAL RATES.

This colony being in the Postal Union, the minimum rates are charged for foreign postage, viz, 5 cents per half ounce for letters. Inland postage rates are 2 cents for every half ounce.

ANDREW J. PATTERSON, *Consul*.

DEMERARA, October 7, 1897.

SUPPLEMENTARY REPORT.

In order to show the decrease in imports to this colony, I make the following quotation from the Demerara Fortnightly Report of February 3:

There has been a tremendous falling off in the colonial imports from 1894 to 1897, especially during the latter year. The following are the principal reductions:

Articles.	1894.	1897.	Decrease.
			<i>Per cent.</i>
Flour	218, 809	141, 709	33
Oats	38, 022	13, 280	66
Split peas	14, 725	8, 357	45
Pork	18, 903	13, 697	30
Beef	24, 575	12, 997	50
Cheese	10, 414	5, 770	50
Horses	178	89	50
Mules	361	121	66
Lumber	12, 914, 094	6, 556, 555	50
Rice	214, 477	106, 937	50
Corn	23, 480	11, 520	50

The only way to account for this falling off in imports is the financial condition of the people and the fact that they are raising more food stuffs themselves, relying more on minor industries than on sugar alone.

ANDREW J. PATTERSON, *Consul.*

DEMERARA, *February 4, 1898.*

Value of the exports declared for the United States at Demerara during the year ended June 30, 1897.

	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Chocolate		\$15. 90			\$15. 90
Old metal	\$391. 65	212. 36			604. 01
Molasses	330. 98	695. 01			1, 025. 99
Sugar	484, 949. 11	1, 850, 670. 54	\$1, 225, 798. 67	\$453, 151. 81	4, 014, 570. 13
Total	485, 671. 74	1, 851, 593. 81	1, 225, 798. 67	453, 151. 81	4, 016, 216. 03

DUTCH GUIANA.

I have the honor to inclose my report on the trade and commerce of this place, as instructed in State Department circular of August 10 last. I also inclose a statement of the value of imports in 1895 and 1896.

The import statistics for six months of 1897 I am unable to obtain, as they are made up by the government only at the end of the year.

PRODUCTS OF THE COLONY.

The past year, 1896, brought little improvement in the trade and commerce of this colony, but this year up to date has shown a decided improvement.

The production of balata in 1896 exceeded that of 1895, but the extremely low price of this article in the United States and Europe since the latter part of last year has checked production, which has been much less during this year.

Cocoa production showed a marked decrease, and prices ruled very low in 1896; they have, however, advanced this year, and the prospects are that higher prices will rule for the present.

Of sugar, there was an increase of production over 1895. The low prices ruling in the United States, where most of this article is shipped, have nullified the advantage of this increase in price.

The production of coffee was doubled, but here again a constantly declining market handicapped planters.

IMPORTS.

The total value of imports in 1896 exceeded that of 1895; the exact figures for the first half of 1897 are not obtainable, but are less than for last year.

The value of imports by countries in 1895 and 1896 was as follows:

Countries.	Value.	
	1895.	1896.
United States	\$398, 904	\$439, 045
Holland	1, 172, 128	1, 156, 836
England	398, 904	186, 846
Other countries	286, 312	351, 543
Total	2, 061, 210	2, 134, 070

I beg to refer to a statement in my previous report that United States manufacturers and producers must adopt some means of making their goods known here. During the past year, the representative of a large flour-milling firm visited the colony, and I believe did some business. Ignorance of the quality and price of coffee pulping and drying machinery has caused several of the largest coffee planters to order this machinery from Europe, which could no doubt have been obtained to better advantage in the United States. The meager information afforded by the American manufacturers, both as to the description and price, compared with the very full explanations given by foreign manufacturers, forces the planters to order their machinery from Europe.

In gold-mining machinery, conditions are better. In 1896, a number of Americans visited the colony with machinery for the extraction of gold; these will be mentioned more fully under the head of gold mining.

A number of bicycles were imported in 1896, but they are mostly of German origin. They are cheap, being sold here at \$40 to \$50, on six months' credit.

EXPORTS.

Balata.—The production of this article increased considerably in 1896; the keen competition between producers so increased the cost of production that it ceased to be remunerative. The decline in price in the United States and Europe must also be considered. Balata is being sold at present both in the United States and Europe at less than the cost of its production here. I understand that comparatively large stocks of balata are held at present in New York and Amsterdam awaiting higher prices.

The amount and value of shipments in 1895, 1896, and the first half of 1897 was as follows:

Countries.	1895.		1896.		1897 (6 months).	
	Amount.	Value.	Amount.	Value.	Amount.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>	
United States.....	82,182	\$65,746	85,024	\$68,020	10,483	\$8,388
Holland.....	37,252	29,702	101,841	81,545	22,868	18,294
England.....			4,191	3,352		
Other countries.....	14,200	11,360	18,455	14,675	2,250	1,900
Total.....	133,634	106,808	209,511	167,682	35,601	28,482

Cocoa.—As before mentioned, the production in 1896 was much less than in 1895. The amount and value of exports by countries in 1895, 1896, and first six months of 1897 was as follows:

Countries.	1895.		1896.		1897 (6 months).	
	Amount.	Value.	Amount.	Value.	Amount.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>	
United States.....	3,682,702	\$751,271	2,600,195	\$488,187	1,542,463	\$323,918
Holland.....	263,645	53,783	368,429	69,265	187,438	39,362
England.....	133,790	27,298	185,960	34,961	84,878	17,824
Other countries.....	376,201	76,745	147,982	27,820	49,659	10,428
Total.....	4,456,338	909,092	3,302,566	620,883	1,864,438	391,532

Coffee.—The production in 1895 was 45,567 kilos (100,457 lbs.); in 1896, 101,544 kilos (223,863 lbs.), and in the first six months of 1897, 83,077 kilos (183,151 lbs.). As in previous years, all of this was shipped to Holland.

Sugar.—The amount and value of exports of sugar during 1895, 1896, and the first six months of 1897 was as follows:

Countries.	1895.		1896.		1897 (6 months).	
	Amount.	Value.	Amount.	Value.	Amount.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>	
United States.....	4, 695, 700	\$305, 297	6, 159, 800	\$292, 379	4, 338, 800	\$130, 164
Holland.....	64, 200	3, 869	269, 425	9, 454	224, 800	6, 744
England.....	2, 036, 798	131, 121	549, 525	21, 929	1, 245, 921	37, 078
Other countries.....	175, 080	11, 814	1, 175, 559	55, 466	682, 080	20, 471
Total	6, 971, 778	452, 101	8, 154, 309	382, 228	6, 481, 901	194, 457

GOLD AND GOLD MINING.

Although the actual production of gold has decreased in the past few years, the prospects of this industry in the colony are very favorable at present.

The production of gold in 1896 was 874.897 grams, and in 1895 it was 954.294 grams, while during the first six months of this year it was 640.902 grams.

A number of English and United States companies, as also a local company, are beginning the mechanical extraction of gold.

The L. & T. de Jury Co., a local company, is working with success a hydraulic plant furnished by Messrs. Fraser & Chalmers, of Chicago, and although not yet in full operation and working under great disadvantages, is producing on an average about 4 kilograms (8.8 pounds) per week at a comparatively small expense in mining.

Important discoveries of gold-bearing quartz have lately been found on this property, and a small quartz machine has been ordered from the United States.

During the past year, two United States companies have been busy putting up a plant for hydraulic mining, similar to that used in the phosphate beds of Florida. The result is anxiously awaited.

There is also the Gold Fields of Surinam, Limited, an English company, working a mine (alluvial) from which there are great expectations.

Several exploration syndicates are also at work making investigations of the country.

The principal of these is the De Felder Syndicate, a Dutch concern, which has received important concessions from the Government, and which is bound to make a geological survey of part of the interior. This of course is done with a view to locating gold lands. A railroad through the interior is also one of the plans of this syndicate.

The Ben Robertson Syndicate, of English origin, is also making extensive explorations.

A United States syndicate has applied for a concession for a railway from Paramaribo to the gold fields, and guarantees to begin operations six months after the concession is granted.

I would call the attention of manufacturers of mining machinery and tools, also of steam launches, to this market, as I foresee a demand for these articles.

COMMUNICATION.

A change has been made in the itinerary of the Dutch Royal Mail steamers. They now leave Amsterdam twice a month (on the 1st and 15th) for New York via Paramaribo, Demerara, Trinidad, Venezuela,

Curacao, and Haiti, and return by same route. This line offers good opportunity for freight and passage.

The colonial government steamer now goes weekly to Demerara, instead of fortnightly as heretofore, connecting there with the Royal Mail, the Quebec steamship, and Armstrong lines from New York.

PUBLIC WORKS.

An immense hydraulic work has been commenced this year, namely, the reclaiming of a large tract of land between the Surinam and Saracca rivers, in the vicinity of the town. A canal has existed for years between the two rivers, but this was insufficient to drain the surrounding country. Under the direction of one of the prominent hydraulic engineers of Holland, Mr. D. Havelaar, a plan has been formed to dredge the canal, and, by making two immense locks at either end, gain advantages in navigation, in drainage, and in cultivation.

Work will be commenced shortly on the government wharf, and this year it will only be extended. Next year, it will be enlarged so that a number of vessels and steamers of 3,000 or 4,000 tons can discharge at the same time.

An Amsterdam firm is also building a wharf capable of accommodating two large steamers. This will probably be completed this year.

POPULATION, ETC.

The population at the end of 1896 was 62,499, a slight increase over that of 1895. The public health was good.

A shipload of about 600 Javanese laborers arrived in the early part of this year. They reached here in good condition, and seem to make very good field laborers.

HARBOR AND CHARGES.

A law abolishing all tonnage, wharfage, and light dues was promulgated in February last, and this is now virtually a free port for shipping. The only fees are for the harbor master and police, amounting to about \$5.

Pilotage is merely nominal, being only \$40 to \$50 for large vessels.

A new chart of the mouth of the harbor, showing the shoals, etc., about the light-ship, has been published by the British Board of Trade.

ELI VAN PRAGG,
Vice-Consul.

PARAMARIBO, October 1, 1897.

Value of imports into Dutch Guiana in 1895 and 1896.

Articles.	1895.	1896.	Articles.	1895.	1896.
Potatoes	\$16, 674	\$21, 862	Machinery	\$57, 751	\$59, 446
Earthenware	15, 078	11, 764	Thread and yarn	8, 079	6, 245
Gunpowder, arms, etc.	10, 000	6, 231	Spirits	62, 895	71, 775
Beer	72, 086	74, 996	Glassware	6, 282	6, 336
Jewelry	5, 436	4, 100	Cereals	53, 441	55, 436
Flour	156, 852	152, 255	Lumber (pitch and white pine)	16, 912	14, 919
Butter	79, 249	40, 814	Leather	26, 745	27, 477
Drugs and chemicals	19, 477	20, 960	Hats	14, 322	9, 429
Slates and tiles	18, 354	16, 225	Hardware	36, 375	32, 945
Preserved provisions	48, 189	52, 823			

Value of imports into Dutch Guiana in 1895 and 1896—Continued.

Articles.	1895.	1896.	Articles.	1895.	1896.
Candles	\$7, 273	\$9, 435	Boots and shoes	\$21, 098	\$15, 469
Bread and biscuit	5, 411	6, 869	Cigars and cigarettes	20, 388	19, 556
Cheese	31, 988	33, 409	Pork	75, 195	71, 671
Lime and cement	19, 842	18, 595	Nails and screws	7, 494	7, 289
Confectionery	8, 659	10, 014	Bricks	5, 248	7, 324
Coffee	5, 604	3, 886	Coal	16, 660	13, 552
Haberdashery	47, 472	45, 354	Sugar		3, 700
Groceries	12, 445	15, 417	Leaf tobacco	9, 966	9, 214
Lamps	5, 940	5, 492	Manufactured tobacco	9, 764	13, 506
Matches	5, 987	3, 947	Tea	4, 491	5, 624
Linen	9, 750	6, 708	Rope	5, 270	5, 375
Woolens	7, 647	6, 531	Onions	5, 932	5, 610
Ready-made clothing	42, 630	43, 950	Cattle	34, 815	29, 428
Calicoes	297, 269	227, 321	Paints	30, 938	34, 462
Guano	25, 454	11, 012	Fish	50, 350	76, 436
Furniture	13, 323	11, 558	Beef	52, 908	90, 641
Vegetable oils	25, 466	34, 271	Hams	14, 510	25, 024
Kerosene oil	26, 451	25, 263	Wines	22, 623	24, 135
Opium	11, 872	13, 236	Gunny bags	18, 091	15, 219
Umbrellas	4, 868	4, 296	Soap	12, 780	21, 546
Paper	0, 139	10, 304	Bicycles		8, 681
Peanuts		2, 587			
Rice	150, 482	67, 076	Total	1, 920, 006	1, 917, 524
Steam launches	12, 002	111, 458			

Value of exports declared for the United States at Paramaribo, Dutch Guiana, during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Balota	\$30, 139. 83	\$17, 991. 42	\$8, 596. 45	\$767. 50	\$57, 498. 20
Cocoa	189, 997. 52	75, 948. 43	112, 734. 52	210, 918. 32	589, 598. 79
Cocoa pods		6. 00			6. 00
Gold	7, 038. 53	3, 208. 52		5, 379. 81	15, 626. 86
Hides			469. 14		469. 14
Pickled limes	134. 50		30. 60	145. 80	310. 90
Sugar	74, 110. 21	52, 798. 24	125, 268. 75	69, 411. 49	321, 588. 69
Total	301, 420. 59	149, 952. 61	247, 102. 46	286, 622. 92	985, 098. 58

FRENCH GUIANA.

I transmit the annual report for the year ended December 31, 1897, and would again refer to the difficulties encountered in obtaining the necessary information.

IMPORTS.

The commerce of French Guiana consists principally of importations. The exports of the colony are of little value, save that of gold, which is the principal source of revenue.

Owing to the want of laborers, agriculture is almost abandoned, notwithstanding the incomparable fertility of the soil. In one of my former reports, I mentioned the products which could be made remunerative. The importations are principally from French ports. From Nantes, come salt meat, flour, green and dried vegetables, potatoes, onions, preserved meats and vegetables in tins, beer, biscuits, oats, butter, lard, hams, iron, lime, coal, etc. From Havre, bricks, cement, beer, etc. From Bordeaux, flour, fruits in sirup, superior wines in cases and barrels, liquors, champagne, etc. From Marseilles, vermuth, sperm and soft candles, soap, olive and machine oils, ordinary red wines in barrels, etc. From Paris, shoes, clothing, embroideries, jewelry, etc.

Foreign importations are from England, America, and Switzerland. From England come prints, cottons, zephyrs, calicoes, muslin, and other cotton stuffs; also iron and galvanized iron for house coverings. From the United States, the importations are principally lumber, rough and planed, for building purposes. There has been a great decrease in this line, owing to the depression of trade in the colony. Salt, beef, pork, lard, and kerosene oil also come from the United States. From Switzerland and Germany are received clocks, watches (cheap), hardware, and handkerchiefs used by the creole women for head gear. From the West India islands—Trinidad, Demerara, Barbados, and St. Lucia—are received salt beef, pork, corn meal, white flour in barrels and cases, and other American goods passing through their hands; also molasses for rum making.

It must be understood that the greater part of these goods are of ordinary quality. The flour, lard, biscuits, etc., are chiefly used by the convicts stationed at different parts of the colony.

SHIPPING.

From France and the French colonies, there came during the year 36 vessels with general cargo, comprising a tonnage of 16,000 tons; also 12 steamships, bringing mails and cargo, comprising a tonnage of 5,640; also 37 small steamships with mails and cargo from the colonies, with a tonnage of 5,868. From America, came 12 schooners with general cargo, comprising a tonnage of 3,298. From England, 8 brigantines with general cargo, comprising a tonnage of 1,885; also one steamship of 1,024 tons. From Brazil and Para, 24 sloops, bringing cargoes of couac (a farinaceous food which is much used by the poorer class), with a tonnage of 40 tons. Four Italian barks came from Marseilles with general cargo (chiefly wine), comprising a tonnage of 1,756.

From the English colonies, came 63 schooners, of which 18 were under the Dutch flag and the others under the British, bringing general cargo and stock, and comprising a tonnage of 3,937 tons.

EXPORTS.

The exports to the 1st of January, 1898, were:

Cocoa	kilos..	2, 059 =	4, 539 pounds
Coffee	do..	289 =	637 pounds
Fancy feathers	do..	18 =	40 pounds
Roucou	do..	1, 912 =	4, 215 pounds
Tafia	liters..	23, 495 =	6, 207 gallons
Isinglass	kilos..	1, 470 =	3, 241 pounds
Furniture wood	do..	20 =	44 pounds
Building wood	do..	5 =	11 pounds
Rosewood	do..	51, 400 =	113, 316 pounds
Cattle hides	number..	2, 479	
Quartz	kilos..	10, 822 =	23, 858 pounds
Native gold, worked	do..	840 =	1, 852 pounds
Native gold, raw	do..	1, 458 =	3, 214 pounds
Phosphate rocks	do..	4, 416 =	9, 736 pounds
Rosewood essence	do..	2, 372 =	5, 229 pounds
Cattle horns	number..	2, 000	

A little balata is worked into walking sticks and whips. In reality the only industry upon which Guiana can depend is the production of gold, and upon comparing the tables, it will be seen that there has been a considerable decrease. The gold from Carsevene that gave such a good yield in 1894 and 1895 has since been obtained in lesser quantities.

In the month of September, 1897, a great fire took place in Carse-

vene, destroying business establishments and ruining the entire traffic of the foreign population.

For the year 1897, the yield of gold was:

	Pounds.
Mana	664
Maroni	117
Approuague	1,008
Sinamary	829
Roura	238
Oyapok	4
Contested territories	2,240

It will be noticed that there has been a great decrease, although the contested territories have given almost as much gold as the six districts put together. To this is due the great depression in trade, though the population still continues the same and prices for labor in the city, such as grooms, porters, domestic servants, etc., have not decreased. It is worth remarking that foreign trade would be considerably developed if it were not for the heavy protective duty.

There has been another ice factory erected during the year, which has brought ice within the reach of all persons. The steamer *Ville de Cayenne* that touches the West India islands and Demerara, and brings cargo from America transshipped at Trinidad, saves much delay in the importation of goods from America.

The health of the island for the year could not have been better. The death rate showed a marked decrease as compared with previous years.

In spite of the depression of trade, it would be impossible to state that, on the whole, the year 1897 was not prosperous for the colony.

LEON WACONGNE, *Consul*.

CAYENNE, February 12, 1898.

Annual report of the steamships and sailing vessels entered at the harbor of Cayenne during the year 1897.

Flag.	Steamers.		Sailing vessels.	
	Num-ber.	Tonnage.	Num-ber.	Tonnage.
American			12	3,296
French	49	11,408	36	1,600
English	1	1,024	8	1,885
Brazilian			24	40
Italian			4	1,756
Colonies:				
Dutch			18	1,422
English			45	2,575

PARAGUAY.

The repeated failures of the authorities at the custom-house here to furnish this consulate with the data required in circular of August 10, 1897, the great distance of Asuncion from Washington, and consequent length of time required for the transmission of a report, combine to compel the writer to send in this report without the "detailed figures with the stamp of official accuracy" which he had hoped to obtain. They will follow later, however, as soon as received.

IMPORTS FROM THE UNITED STATES.

This consular district comprises the entire Republic of Paraguay, and to an observant United States citizen, it is gratifying to note the yearly increase of imports from the United States. They conduce to civilization rather than to luxury, and have for their object comfort and utility rather than ostentation, such as agricultural machinery, cutlery, sewing machines, air motors, lamps, and household utensils that economize the labor of woman.

Our cotton cloth and calicoes are also beginning to have a greater sale here, while the imitations by European houses would argue that their superiority, or at least their popularity, was receiving recognition.

Many of the merchants here, however, have never seen any samples of them. A beginning having already been made in their introduction, a little energy on the part of our manufacturers in demonstrating their superiority would, I believe, eventually establish a trade which, though not large, would be permanent.

For our sewing machines, a demand has been created that promises to be permanent.

Owing to the increase of our trade with the River Plate Republics, that commenced about 1894, direct communication with the United States received an impetus, and certain articles were brought directly to these countries from ours which formerly arrived by way of Europe. Paraguay participated in this advantage, and sewing machines entering free of custom-house tax, the imitations have been almost entirely driven out of the Asuncion market. The genuine article is selling here now cheaper than the imitation formerly sold. In fact, the United States machine can be bought in Paraguay cheaper than in New York.

In regard to bicycles, the time has not yet arrived for their successful introduction. A good bicycle costs as much as four ponies, and to keep it in repair in Paraguay would be quite expensive; besides, the town of Asuncion is paved with sharp-edged stones, and where it is not so paved the roads are composed of loose sand. This consulate has been inundated with applications to establish a trade in bicycles, but if the same labor were expended in offering to improve the tramway service here, better results might be hoped for. The scenery is beautiful and the people are consequently fond of taking excursions, but what with diminutive, emaciated mules wearily dragging their burden through the rough streets under constant and cruel lashing, and wheezy engines traveling through the suburbs, casting smoke and cinders over the passengers, the service could not well be worse. The public would welcome with delight any United States company that would establish a good electric tram line in Paraguay.

BANKING AND CREDITS.

The Mercantile Bank of Paraguay has established financial relations with New York through the "Credit Lyonnais," and drafts can now be purchased and sold directly. European houses usually give six months' credit, dating from receipt of the goods by the consignee, though there are houses in Paraguay that do not care to ask any credit. I do not think we labor under any disadvantage on account of the longer credits, more liberal terms, etc., offered by European firms, but rather on account of the fact that we do not receive what Paraguay produces in payment of what she purchases of us, except under such grievous restriction that the exchange becomes impossible. This is a matter of

such practical importance that an illustration may not be considered out of place.

Four years ago, tobacco was selling in Paraguay cheaper than it had been for some time; and a United States citizen, residing at Asuncion, conceived the idea of sending some tons of it to the United States. It was put into the port of New York at about 8 cents a pound. The cost in Asuncion was about 6 cents a pound. The added cost was due to freight and exportation charges at Asuncion. In order to reach the consumer, the receiver of tobacco was compelled to pay a specific custom-house tax that amounted to nearly 700 per cent ad valorem. The consignees could not receive it and pay the tax, for, being a new venture, no market had as yet been created in the United States for that class of tobacco. The capital of the sender was lost, and no goods of United States manufacture could be purchased to develop the tobacco industry in the Republic of Paraguay. Under such restrictions, goods obtained from the United States can not be paid for directly by the produce of Paraguay, which must be sent where it will be received and sold before the Paraguayan can purchase from the United States. Trade that passes through many hands can not be made very prosperous; direct dealings are always to be preferred.

CURRENCY.

After being in Paraguay for more than eight years, and closely watching the currency question as illustrated here, the writer is not prepared to admit that it plays such an important part in the development of trade as many are inclined to believe. I will endeavor to be practical and brief. The Paraguayan dollar declares that the nation recognizes this bill as one dollar "fuerte" (strong), which it will pay in compliance with the law of the 24th of September, 1894.

This piece of paper will at present purchase about 4 grains of 22-karat gold, whether that gold be stamped by some Government mint or not. It will not purchase 24 grains of 22-karat gold as the United States "greenback" dollar does, which declares, more or less, what the Paraguayan dollar declares, but the reason for this is not that it has no value or that it is useless in transacting business. The simple reason is that certain circumstances have combined to enhance the price of that particular metal in Paraguay, and as Paraguay does not contain any gold mines that are being worked, more labor must be expended in order to obtain that metal than would otherwise be the case. It would be unfair to conclude, because one metal is artificially enhanced in price, that the currency of a country is worthless. Whatever attracts gold to Paraguay will put down the price of gold, and nothing else will. At present, thousands of tons of yerba maté (Paraguayan tea) are harvested in the yerba districts, awaiting transportation, which can not take place until the long drought is broken and the creeks become sufficiently swollen to float the yerba scows. The moment this yerba is exported, gold to the extent of that exportation will be attracted, and gold will consequently drop many points in price.

A few years ago, the Government refused to receive its own currency in payment of customs taxes except upon a gold calculation, and the price of gold advanced; in other words, it became necessary for the dweller in Paraguay to give an increased amount of labor in order to obtain the same amount of gold that he obtained before the gold law went into force. That the above reasons are the true cause of the high

price of gold in Paraguay, and not, as is sometimes asserted, "the issue of paper currency," the following facts will demonstrate:

Two years ago, there existed in Paraguay about five millions in paper currency. It was distributed quite unequally, however, among half a million inhabitants. The population had been increasing very rapidly, and although gold was at more than 600 per cent premium, the scarcity of paper currency was such that it was almost impossible to do business. If a citizen was in want of any of the necessities of life and had nothing but the products of his labor to give in exchange for them, he was forced to hunt somebody that desired his particular product before he could supply his want. In this condition of affairs, the Government decided to issue 8,000,000 more dollars, and put 3,000,000 into circulation immediately. Those who insisted that the issue of paper money was what made the price of gold so high immediately prophesied, according to the rule of three, that if with an issue of five millions paper money, gold was at 600 premium, therefore with an issue of thirteen millions the gold premium would rise five to thirteen, or about 1,700 per cent. The fact was, it did not rise at all, and the prophets tried to explain that this failure was due to the passage of the new tax on land values, that had stimulated industries and therefore required that more money should circulate. The land tax did stimulate industry; I will not dispute it, but the course of events proved that the issue of paper currency per se was not the thing that raised the price of gold. No paper currency was issued for a number of years, and yet the gold premium was steadily rising. It was rising while the wealth and population of the country was steadily increasing. It was rising while labor was becoming more effective and producing more from the soil, and while the power of consumption was yearly growing among the people, and it will fall, not in proportion to the issue of paper money, but as Paraguay is brought into relation with the outside world through commerce that will attract that particular metal.

Paraguay suffers and her development is seriously retarded, not because she has a paper currency and because the gold premium is above 600, but because her Government will not let her citizens trade freely, and so keeps her commerce crushed. Uruguay has a currency whose dollar is worth 104 cents of United States gold, and yet human misery reaches a depth in Uruguay that is unknown in Paraguay. In proportion as trade is relieved from artificial pressure in Paraguay, humanity is relieved, whether the country has a paper currency or not, and she can grow in wealth and education by the free exchange of labor for labor whether the medium of exchange is paper or metal.

ECONOMIC CONDITIONS.

It will be seen from the above that commerce must go on slowly in Paraguay whether there is a paper currency or not. Improvements in port and harbor facilities are sometimes discussed, but seldom attempted. The steamers are for ocean rather than river traffic, because they were not built by Americans, who know what a river steamer should be. No new lines of railway are projected; the old ones are not even finished or kept in good order. Wagon routes are seldom repaired, and for the most part are made by simply letting the oxen who travel on them drag the cart over the ground. No canal is in operation in the country, or even projected. Freight rates, however, are low as compared with those in the United States and show no dis-

position to change, though licenses for carrying on business have become quite burdensome, especially to the business man of moderate means. No passports are required, though the possession of one is an advantage to the traveler. There is no merchant marine belonging to the Republic of Paraguay. The majority of the vessels are made in England. They are never troubled with quarantine restrictions unless a vessel enters Paraguayan ports coming from one known to be infected with an epidemic. There are no discriminating laws against any vessel on account of its nationality; all are equally welcomed and equally taxed.

The tariff does not discriminate against or in favor of any United States production. Postal rates are about one-third less than in the United States for foreign and less than one half for domestic postage. There are no laws requiring goods to be marked so as to show the country of their origin. It would be better for United States products if this were not so, since the increasing popularity of our products is bound to tempt imitation. It is to be regretted that this beautiful and fertile country is so little known by our people. Extremes of temperature, either hot or cold, are almost unknown here, and it is doubtful if any spot upon the earth's surface as small as Paraguay will yield such a variety of agricultural products with as little labor. Within the space of a few acres, may be seen 200 different products of Europe, Asia, Africa, and America, growing almost spontaneously, and never artificially.

The people are mild and courteous in their demeanor. There are no diseases peculiar to the country, while chronic invalids coming here are almost invariably relieved and generally cured of their complaints. Water exists in abundance and of excellent quality, while the scenery possesses a charm that is difficult to describe, almost justifying the exclamation of an enthusiastic visitor, "Paraguay! It should be written Paradise."

EBEN M. FLAGG, *Vice-Consul.*

ASUNCION, *October 19, 1897.*

SECOND REPORT.

I have the honor to inclose returns for quarter ending December 31, 1897, and to submit an annual report on commerce. My recent appointment as consul and the brief time intervening between my arrival and this date, prevent my giving as complete a report as I could wish.

Paraguay is rapidly recovering from the depression which followed the Lopez war of twenty years ago. In Asuncion, a great many beautiful houses are being erected; in fact, building seems general. There is no retrogression; progress is visible everywhere. The demands of the country are increasing and trade will not, I think, be unprofitable.

OPENING FOR MACHINERY.

The Government admits machinery free of duty. A machine for cracking the cocoanut would probably be the most profitable to send just now. It must not be too expensive, and must crack the nut without breaking the kernel. Very many machines have been imported, but they are not satisfactory. The kernel of the palm nut or cocoanut palm is used principally for making soap. The nuts are of various sizes, and the machine should separate or sift the nuts so as to crack

them without breaking the kernel. Another machine in demand is that for the decortication of ramie. Ramie grows wild here. (See Textile plants.) A small machine for shelling coffee would be welcomed; likewise one for grinding corn. The women here pound the corn in a wooden tray or hollowed log, which takes a great deal of time. A machine for hulling rice, which is being extensively planted, would also find a market.

OPENINGS FOR ENTERPRISE.

An electric street railway would certainly be remunerative; also incandescent lights for stores and houses, and, as it is generally hot, electric fans. As everybody wears white, a steam laundry would meet with instant success. Soda-water fountains, with their numerous refreshing drinks, would likewise be popular in this country. All the houses are built of brick, with the exception of the huts of the poor, and the manufacture of bricks would probably pay well.

LOCAL INDUSTRIES.

As to industries already existing in Paraguay, I will name the following:

Soap and oil factories	3
Brick and tile factories	40
Match factories	2
Candle factories	2
Ice factories	2
Earthen jar factories in Ita	1
Earthen bottle factories in Luque	1
Preserves, etc., factories	1
Flour mills	2
Caña or rum distilleries	200
Tanneries	3
Machine shops	12
Foundries	5

A large portion of the laboring class is engaged in gathering yerba maté, the Paraguayan tea. This is the wealth of Paraguay. When the river rises, the tea is floated down to Asuncion in great quantities. A company using flat-bottom river boats could conduct an immense transportation trade. The tobacco factories are numerous; everybody smokes. (See heading Tobacco.) The women are to a considerable extent engaged in making lace, handkerchiefs, tablecloths, napkins, counterpanes, shirts, hammocks, etc. There was a factory for making castor oil, the plant of which grows wild and abundantly. This factory closed, not for the want of patronage, but on account of a private matter; there is consequently an opening in this line.

AGRICULTURAL IMPLEMENTS, HARDWARE, ETC.

As to agriculture, almost everything can be produced here. The United States leads in furnishing Paraguay with implements for the soil. In articles such as hoes, plows, shovels, picks, spades, axes, etc., the preference is for the American make. Sheath knives and daggers are used very extensively. They are carried by everyone, especially by the common people. America ought to do a large business in this line. Germany seems to lead in trade here; her hardware is very cheap and her sewing machines compete with the American makes, the German being cheaper, but the American better. Iron wire for fencing

would be worthy of the attention of our manufacturers, as large tracts of land for cattle ranches are fenced in by wire. Cattle are considered one of the safest investments in Paraguay. The locusts have been very numerous this year and have damaged the crops somewhat. The "Banco Agricola" or agricultural bank has charge of such matters as distributing seeds, making agricultural loans, building roads and bridges, finding markets for produce, etc. The land is fruitful and productive; all that is needed are improvements for cultivation of the soil, bettering of roads, and skilled agriculturists. The following are some of the agricultural products:

CORN, OR MAIZE.

This is the staple of the Republic, yielding two crops a year. Throughout the year, there is green corn in the Asuncion market. One grain will yield 90 to 700, and its growth is abundant. The mazamorra is the national dish.

RICE.

The soil is well adapted to the production of rice, and needs but a small amount of labor; only one weeding is necessary.

MANDIOCA.

There are five or six classes of mandioca, which somewhat resembles the sweet potato, being larger and more elongated, and containing an abundance of starch. There is a bread made from this called "chipa."

SUGAR CANE.

No land, I presume, is better suited to the cultivation of sugar cane than Paraguay. There is but one large sugar establishment here, in Colonia Ruisdiaz; and two or three smaller ones.

COFFEE.

I am informed by the chief of the statistical department that there are 1,000,000 coffee plants now in the country. Coffee has not long been introduced, but thrives well. The crop outlook is very good.

TOBACCO.

The soil is very much like that of Cuba upon which is raised the fine havana. There are over 400,000 arrobas (25 pounds to an arroba) now grown, and the crop outlook is good. Five tobacco districts send their produce to Bremen and Hamburg, made in the Cuban style. The foreign trade in tobacco seems good since the Argentine Republic reduced the duties thereon. The people do not cure the tobacco properly, allowing it to be exposed to sun, dew, and rain. Expert tobacco growers are needed.

GARDENING.

There abound many market gardens, producing onions, beans, cucumbers, and early vegetables, which are shipped to Buenos Ayres. Beans are widely grown, and yield two crops a year. The only thing wanting is the intelligent gardener.

TEXTILE PLANTS.

Ramie.—The ramie grown in Paraguay is said to be among the best in the world, reaching 4 or 5 feet in damp soil and producing 8 times a year. It is said that a plantation will last twenty years, very little labor being required. The Australian colony is paying special attention to cultivation of ramie. (See report written by the ex-president of the colony, herewith.)

Ibyra.—Ibyra grows wild, its fiber sometimes running the entire length of a tree; it does not rot, will withstand decay, and has great power of resistance. It is used in making rope, and also in making paper, which is said to be better than stiff commercial paper.

Caraquata.—This is about the same as ibyra, except that it has coarser fiber, being used principally in making twine and rope, both which are imported, since there are no local factories.

Mbocaya.—Mbocaya is serviceable for spinning. It has a long fiber and takes dye well. This is a species of palm, and so is yatahy, which is used for making hats, string, and fans.

Guembepi.—Guembepi grows from the top of trees downward to the ground, in which it takes root. The fiber of its bark is long and black and lasts some time under water. It is stronger than hemp, and is used in making chairs and like furniture. Lopez used it for tying his ships. Were there machinery to prepare it the demand would be much increased.

WOODS.

There are many excellent woods in Paraguay, a few of which I will here mention. *Curupay* is hard and strong, lasts many years underground, and is used for bridges, sleeping cars, docks, and the like; it has a specific gravity of 1.172 to 0.98, and sells for about 40 cents gold 34 inches 10 by 10.

Quebracho Colorado is the hardest and most durable of Paraguay's woods. It also will last underground and in water. It is used for piles and bridges, and its bark for tanning; it costs about \$3 per ton, gold. Its diameter is 0.60 meters (23 inches), height 8 meters (26 feet), and specific gravity 1.329 to 1.232.

Petereby is called the walnut of the country; it is light and durable, as well as susceptible of a high polish. It is of two classes, black and white, and costs about 40 cents gold 34 inches 10 by 10. It is used for furniture and cabinetmaking.

Lapacho.—Three classes constitute the lapacho, viz, amarillo, negro, and crespo. It is exported for railways and shipbuilding purposes. The crespo makes handsome heavy furniture.

Cedar is used for doors, shutters, and furniture, being cheap and easy to work.

OIL PLANTS.

The peanut is found everywhere. It grows large and has three or four nuts in each shell. It is one of the sources of oil.

COCOANUT PALM.

This nut grows wild and is plentiful. It is employed principally in making soap. About 25,000 arrobas (25 pounds to an arroba) of the kernel were exported last year. Machines for cracking the nut without damage to the kernel, which varies greatly in size, are needed.

The castor-oil plant grows wild and sometimes attains 20 feet. It needs no cultivation.

TRANSPORTATION.

There are three lines of boats plying between Asuncion and Buenos Aires; the Croskey and Mahanovich, passenger boats, and the Brazilian Lloyds. Allow me again to speak of the need for flat bottom river boats. The ones now plying are built like ocean steamers, especially as to their hulls.

SCHOOLS.

The Government makes a liberal provision for education, and schools are numerous. There is one in Asuncion devoted to commercial training.

COLONIES.

There are nine colonies now in Paraguay, to wit: Colonia San Bernardino, Colonia Villa Hayes (after President Hayes, of the United States), Colonia Nueva Germania, Colonia National, Colonia Nueva Australia, Colonia 25 de Noviembre, Colonia Cosme, Colonia Elisa, and Colonia Guillermo Tell. The law governing colonization or immigration is that the immigrant shall receive free passage from Buenos Aires to Asuncion, shall be taken care of five days in the immigrant home, shall have passage paid to point of settlement, shall receive 30 acres of land, at \$1 cash paper (equaling 11 cents gold) per quarter. Seeds and implements are sold at cost price by the Agricultural Bank. Sixty cents a day are given to adults, and 40 cents to children for six months. All immigrants are exempt from direct taxation.

TARIFF.

I have not been able to get statistics from the custom house for this year, as they have not been prepared. Articles which enter free of duty are:

Machinery, sewing machines, gas and water pipes, cement, wire for fences and telegraph, coal, copper, gold and silver, barrels, bottles, books, maps, printing paper and materials, animals for breeding, plants, seeds, and flour.

Those entering with tax ad valorem are: Firearms, ammunition, spirits, fine wines, tobacco, matches, cigars, playing cards, and perfumery, 50 per cent; clothing, boots, saddlery, carriages, furniture, 40 per cent; beer, ale, silk goods, 30 per cent.

STRAWS.

A great many straws are imported from the United States, and are used for lemonade and other cooling drinks.

PUBLIC HEALTH.

The country is reasonably healthful. No epidemics are prevalent.

ADDENDA.

There is no United States bank here, and if my information be correct, none in South America. Sewing machines sell exceedingly well and enter free of duty. Almost every woman tries to have a machine. Labor is very cheap. The entire city and country are lighted by oil sent

from the United States. There is no direct importation from the United States; goods first enter Uruguay. Owing to the long credits given by European firms, and the houses of Argentine and Uruguay, and to the competition in Buenos Aires for Paraguayan trade, competition on the part of the United States is made difficult. I hope to give later the prices of articles, cost, customs statistics, and other matters of general interest.

JOHN N. RUFFIN, *Consul.*

ASUNCION, *December 31, 1897.*

[Extract from a letter to the United States consul at Asuncion from the ex-President of the "New Australia" Colony.]

It would only be reasonable to expect an inquiry as to what New Australia has done toward the progress and development of the country. I am compelled to admit, sorrowfully enough, that we have done very little so far. At the same time I would like to point out that much might have been done had we been a free community from the start.

Our past experience may be useful and I therefore summarize it. We started out under an organization that at the time created a big sensation in Australia—something like the brotherhood of the cooperative commonwealth in the States. Like the latter organization, we had the most earnest desire to build up a community on the lines of perfect equality, freedom, and justice; but unfortunately we made a mistake.

Our basis for cooperative organization provided for the ownership, conduct, and superintendence by the community of all the means of production, of exchange and distribution, and of all labor-saving cooperations; maintenance by the community of all children, educational and sanitary arrangements; division of wealth production among all adult members of the community to be equal, without regard to sex, age, office, physical or mental capacity; ballot vote of all adult members to be the supreme authority.

Unfortunately we, as I said before, made a mistake by adopting certain articles of association whereby a provisional director with sole executive authority was elected for two years. At the conclusion of the two years' directorate, or earlier if the director deemed it advisable, the provisional authority was to be replaced by the permanent authority agreed upon in the basis for cooperative organization. Thus it will be seen that the democratic constitution we organized and enrolled members upon was swept away and replaced by an autocrat, and our provisional director became dictator.

Naturally this led to much friction, and the trust and fraternity of the early prospects vanished. Even before the first party landed from Australia there were loud murmurs and mutinous thoughts. When the second party arrived numerous secessions and expulsions took place, as many as eighty-seven souls, men, women, and children, leaving the colony at one time.

Ultimately the dictator was removed, and the basis for cooperative organization put in force. It is needless here to enter into details of how the dictator and his supporters left us. Let it suffice to say that the books of the association were never submitted to the people or their representatives; that a properly audited balance sheet was never presented; that the £24,000 or more subscribed were never satisfactorily accounted for; that the secretary absconded; that no explanation of the above matters has ever been given, and that the books were smuggled away from Australia by an agent of the dictator and were handed over to him in Paraguay, where it is believed they still remain.

Much more might be added to the above, were it not sufficient in itself, to account for the want of confidence experienced by those who undertook to reestablish and build up the movement.

Many people altogether unfit for community life had joined the movement, and when the democratic basis for organization was put in force they immediately became active in seeking to alter the constitution, so that the assets might be divided and money obtained with which they could return to Australia. Here it was that we found our second great mistake.

The first mistake was the dictator. The second was that no provision had been made for the withdrawal of dissatisfied members; and this blunder presented greater difficulties than the first, inasmuch as the capital of the association had been subscribed by people in Australia who were still members and desired to come out, but we were unable to bring them for the reasons given above. Those now on the

ground resisted the demand for a liquidation of the association for a long while, but it was at length carried after a struggle lasting fully two years.

Now we have reorganized under the name of The New Australia Industrial Copartnership, and in our new rules have avoided the difficulties with which we were formerly burdened. To start with, we have a population of about 90 persons all told. We have an absolutely free grant of 40,320 acres of the best agricultural and pastoral land in Paraguay. We have under the Paraguayan constitution most extensive powers of local self-government. We have an elective magistrate paid by the State, also a schoolmaster selected by ourselves and paid in the same way. In addition to the above we have a registered post-office, with postmaster appointed by the community and paid by the State. All the above officials are members of the colony. We are exempt from taxation and receive a direct subsidy of \$800 (paper) per month.

At present we have under crop 30 acres of maize and 14 acres of mandioca (a delicious food native to Paraguay that produces abundantly and can be made into bread, puddings, tarts, or used as a vegetable). We have about 6 acres of sweet potatoes; 6 acres of sugar cane, which thrives luxuriantly; 672 coffee plants, which are doing well, but not yet bearing; 2,645 banana plants, bearing well; 255 papaw trees, and innumerable pineapples. With garden produce we are fairly well supplied. We have 300 or more head of cattle, 80 head of horses, and 94 pigs.

Of tobacco we only grow enough for our own use, although the natives are now growing it largely for export. In this industry there is scope enough for development and profit, the Paraguayan leaf being of excellent quality when properly cured. As in other matters, the native follows the primitive method, and dries it in the sun. Cotton grows well, and is one of the crops for which the large cultivator can obtain labor, because the gathering takes place when the Paraguayan has little or no work of his own to do. (One of the main difficulties in the way of mass production in Paraguay is the aversion the native has to wage labor.) Of cotton we have 13,000 plants, bearing well, and of good quality.

The last product I have to mention is ramie, rhea, or China grass, of which we have 18,000 plants 2 years old, and as many more ready to plant. This plant contains a wonderful fiber, long, lustrous, and silky, of great strength, and is destined to play an important part in commerce, as it can be utilized for an almost unlimited variety of purposes for which hemp, cotton, silk, wool, and other such materials are used at present. In Paraguay this plant seems to have found a congenial home, and all that is now required to make its cultivation a profitable industry is the method of treatment and the machinery used. These I believe have at last been found, although they are not yet to be procured in Paraguay.

Concerning the health, climate, fertility, and natural advantages of Paraguay, I am afraid to say anything for fear people might think I exaggerate; however, I may safely ask anyone to take up the first work on the subject they find, and I will cheerfully indorse all that it says, whether it be Chamber's Encyclopedia, Whittaker's Almanac, Encyclopedia Britannica, Hazell's Annual, or any other work of authority wherever printed.

After four years' struggling we have at last evolved a constitution that, in our opinion, allows perfect freedom to every member.

Our new rules provide that shares are fixed at £10 each; that one share entitles a family to full membership; that any person may own as many shares as he likes; that shares pay neither interest nor dividend; that no shareholder may have more than one vote, no matter how many shares he owns; that any shareholder may withdraw at any time by giving one month's notice in writing to the president. Shareholders withdrawing shall receive the full amount of their shares either in cash or kind, as the company may decide. They shall also receive an equal share of all food supplies in hand. Any dispute re value of shares, etc., to be settled by independent and disinterested arbitrators, mutually agreed upon, whose decision shall be final.

All live stock—horses, cattle, pigs, poultry, etc.—to be and remain private property. All land, public buildings, roads, fixed and permanent improvements to be and remain common property. Shareholders withdrawing to have no claim on or title to any part of such property. All produce or profit to be divided equally. New members pay their own fare to Buenos Aires, where they obtain free passes to Asuncion.

New members will remain six months on the colony before being admitted as shareholders, during which time they receive food and accommodation in return for their labor. At the end of six months they may become shareholders by purchasing one or more shares, as they think fit, or they may accept the inducements of free land, share of subsidy, and other advantages offered by the Government of Paraguay, and settle individually on land adjoining ours. In either case, and before deciding upon any definite course, we offer them six months' experience of the colony, country, and conditions in return for their labor. At the end of that time they have their money in their pockets and will be absolutely free to either join us or not, as they wish. Whether they join us or settle individually they may rest assured of being welcome, and every assistance that lies in our power will be given them.

Outside of our organization many colonists who were members of the old association are working on what they call "individual lines," but their "individualism" does not clash with our "communism." On the contrary they are always ready and willing to assist us and we them; in fact it appears to me that the only difference is in the name. Their tools, surplus food supplies, etc., would be at our disposal to-morrow were they needed, and the same remark applies as far as our people are concerned.

We have arrived at the conclusion that liberty, full, free, and unlimited liberty is the only road to success. It does not matter what particular economic name a man likes to take, give him liberty and free land and the rest will follow. Believing that our experiences may be of interest to the people of America, I submit the foregoing for your consideration.

PERU.

I have the honor to acknowledge receipt of Department circular dated Washington, August 10, 1897, and think that my first duty is to explain to the Department why I have delayed making a reply to said circular.

First. Having only arrived here on the 23d of August ultimo, or, say, less than five months ago, I have had very little time to gain a knowledge of the conditions of trade, etc., of this country, in order to be able to make a report of the kind required by said circular.

Second. There is no way of obtaining reliable information concerning the value and amount of imports from other countries to Peru. The Peruvian authorities have not published any report of exports to or imports from other countries since the year 1892, so that no comparisons of any character can be made.

Third. Most of the consular agencies have only lately sent me their annual return of exports to the United States, and one has not yet sent this consulate his report of exports to the United States during the quarter ending June 30, 1897.

I had no intention of sending the Department any report of trade, etc., of Peru this year, thinking it would be of very little value for the above-stated reasons, but on receipt of Department telegram of the 11th instant I decided to submit the following as my report, viz:

TRADE WITH THE UNITED STATES.

For the fiscal year ending June 30, 1896, the exports to the United States amounted to \$886,476.43. For the year ending June 30, 1897, they were \$768,778.25, as follows:

Articles.	Value.	Articles.	Value.
Antiquities, Peruvian.....	\$10, 173. 28	Ores—Continued.	
Bark, Peruvian.....	240. 11	Silver lead.....	\$28, 940. 88
Cocoa leaves.....	68, 133. 50	Silver.....	104, 342. 04
Coffee.....	2, 056. 42	Returned goods.....	3, 594. 50
Cotton.....	76, 540. 81	Rubber.....	2, 242. 50
Cocaine.....	5, 450. 20	Sundries.....	88. 64
Coal.....	19. 88	Skins:	
Copper, chloride of.....	531. 94	Goat.....	186, 755. 90
Curiosities.....	743. 48	Goat, calf, and deer.....	6, 621. 91
Compound of silver, lead, and copper.....	161, 949. 10	Silver:	
Furs, alpaca and vicuna.....	107. 60	Sulphide.....	16, 071. 11
Hats, straw.....	4, 891. 44	Coin.....	803. 38
Hides, ox.....	8, 943. 40	Lead bars.....	4, 610. 92
Household effects.....	4, 970. 00	Sugar.....	47, 983. 96
Matico leaves.....	166. 27	Soda.....	150. 85
Molasses.....	6, 167. 32	Wool, sheep's.....	11, 092. 86
Ores:		Total.....	768, 778. 25
Antimony.....	3, 969. 60		
Gold.....	188. 23		

The foregoing is not a complete statement of exports to the United States from Peru; they are short of the exports from the consular agency at Trujillo, Peru, to the United States during the last June quarter. The amount shown in his returns for said quarter should be added.

I am informed that the total amount of imports from the port of New York to Peru, via Straits of Magellan, during the year ending June 30, 1897, on Merchants' and West Coast lines of steamers, which are the only steamers that I know of plying between New York and the west coast of South America, amounted to about 15,612 tons. The principal American products that are imported to Peru on said steamers are refined petroleum, lumber, railroad ties, machinery, agricultural and mining machinery, lubricating oils, lard, machinery oil, Florida water, paints, rope, turpentine, glassware, rosin, agricultural implements, grease, tools, sewing machines, and some few bicycles.

From the west coast of the United States, the principal articles imported are pine lumber and railroad ties, although in the month of October, 1897, an English ship arrived from San Francisco, Cal., loaded with 3,411,769 kilos (7,521,500 pounds) of wheat. This, I am told, is the only wheat that has been imported from the United States to Peru in the last four years.

The total imports of Chilean wheat to Peru during the year 1897 amounted to 22,613,723 kilos (49,854,200 pounds).

These figures show that Chile supplies the markets here with wheat and flour, the latter being made here; but why Chile and not the United States should supply the Peruvian markets, when our products are far superior to those of Chile, I do not know, unless it is due to the very low freights charged by sailing vessels carrying wheat from Chile to Peru, which I am told are as low as 4 sols (\$1.69 a ton).*

During the fiscal year ending June 30, 1896, this consulate issued bills of health to twenty-two vessels which cleared to the United States. Thirty-two were similarly issued for the year ending June 30, 1897; but I am sorry to say that only six of the fifty-four bills of health were issued to vessels carrying the stars and stripes.

The particulars contained in the following tables, which show the value of the imports into and exports from Peru from 1891 to 1894, were kindly given to me by Mr. J. G. Wilson, the British acting consul at this port, he having taken same from the *Economista*, a Peruvian financial paper, which, I am told, obtained the data for 1893 and 1894 from private sources. As already stated, the Peruvian Government has not published any official and detailed statistics as to imports and exports since the year 1892. If the figures given for 1893 and 1894 be accurate, the great diminution in the trade of the country during those years must be attributed to the silver crisis and the civil war which broke out in 1894. The newspaper in question estimates the exports from Peru in 1895 and 1896 at 17,000,000 sols (\$7,939,000) and 19,000,000 soles (\$9,343,000), respectively:

* Taking the valuation of the Peruvian sol given by the United States Director of the Mint, January 1, 1898, as 42.4 cents.

Imports.

[The reductions in the following tables have been made on the basis of the quarterly valuations given by the United States Director of the Mint. The average for the year 1891 was 1 sol = 74.1 cents; for 1892, 65.5 cents; for 1893, 58.9 cents; for 1894, 49.3 cents.]

From—	Value.							
	1891.		1892.		1893.		1894.	
	<i>Sols.</i>	<i>Dollars.</i>	<i>Sols.</i>	<i>Dollars.</i>	<i>Sols.</i>	<i>Dollars.</i>	<i>Sols.</i>	<i>Dollars.</i>
Great Britain.....	6,289,386	4,666,425	5,893,204	3,860,049	4,350,972	2,562,722	4,115,213	2,028,800
Germany.....	2,865,760	2,123,528	2,642,484	1,752,827	1,957,938	1,153,225	1,800,105	887,452
Chile.....	2,497,000	1,850,277	2,383,000	1,520,865	1,470,450	866,095	1,479,820	725,541
France.....	1,576,587	1,168,251	1,389,398	910,056	1,033,366	608,647	1,028,803	508,200
United States.....	1,323,876	980,992	1,124,905	636,813	837,562	493,324	802,106	395,438
Italy.....	445,624	320,207	413,232	270,687	293,691	172,984	298,352	157,087
Brazil.....	440,880	326,692	443,152	290,264	483,820	284,970	485,139	239,174
Belgium.....	468,971	347,508	687,988	450,632	489,485	288,306	411,522	202,880
China.....	539,273	399,601	447,677	293,218	326,322	192,203	308,649	152,164
Ecuador.....	92,799	68,764	86,476	56,642	54,389	32,035	57,613	28,403
Spain.....	109,612	81,222	89,503	58,614	54,387	32,034	61,728	30,432
Australia.....	49,801	36,903	143,392	93,922	108,774	64,068	92,592	45,648
India.....	48,782	36,107	248,452	162,736	217,548	128,134	102,880	50,720
Uruguay.....	217	160	1,711	1,121	.....	.....	94,900	46,786
Argentina.....	2,117	1,569	895	586	6,526	3,843	3,096	1,526
Other countries.....	250,600	185,695	826,581	213,911	50,049	29,479	601,119	296,352
Total.....	17,001,285	12,587,901	16,322,050	10,572,923	11,735,269	6,912,073	11,743,636	5,789,614

Exports.

To—	Value.							
	1891.		1892.		1893.		1894.	
	<i>Sols.</i>	<i>Dollars.</i>	<i>Sols.</i>	<i>Dollars.</i>	<i>Sols.</i>	<i>Dollars.</i>	<i>Sols.</i>	<i>Dollars.</i>
Great Britain.....	5,811,973	4,097,472	10,601,366	6,943,895	9,425,900	5,551,855	6,690,000	3,283,380
Chile.....	5,207,090	3,858,454	2,551,000	1,770,905	3,402,549	2,004,101	3,537,980	1,744,199
Germany.....	1,111,454	823,587	1,232,762	807,459	1,028,280	605,657	768,000	378,624
Colombia.....	708,240	523,398	1,539,579	1,008,524	1,371,040	807,643	840,000	414,120
France.....	534,235	395,870	580,449	380,194	531,278	313,923	372,600	183,662
Ecuador.....	818,979	603,158	502,274	328,089	514,140	252,828	360,000	177,480
Central America.....	686,400	508,622	257,280	168,507	250,070	147,291	120,000	59,160
United States.....	278,016	206,010	1,029,284	674,181	908,314	535,097	1,014,000	499,902
Brazil.....	269,415	199,637	303,716	198,634	335,636	197,790	369,089	181,965
Italy.....	3,663	3,014	55,620	36,431	47,986	28,264	33,606	16,568
Belgium.....	26,476	19,579	272	178	171	101	.....	.....
Uruguay.....	28,646	21,227	.....	.....	.....	.....	.....	.....
Argentina.....	1,315	974	.....	.....	.....	.....	.....	.....
Other countries.....	1,206,454	893,982	1,286,879	842,905	1,269,281	747,606	683,400	336,916
Total.....	16,685,456	12,554,984	19,939,481	13,060,802	19,084,645	11,240,866	14,758,629	7,275,906

The total receipts of the custom-house of Callao in the year 1897 were 4,246,769.83 soles (\$2,089,410).

SALT.

The importation of salt into Peru is prohibited. A duty of 5 cents per kilogram (2.2046 pounds) was imposed in 1896 on native salt used for domestic purposes, and 1 cent for manufacturing purposes, in which case it is rendered unfit for culinary uses. The State reserves to itself the privilege of exporting this article. The proceeds of this onerous tax are to be devoted to the fund which is collected for the purpose of paying to Chile the amount stipulated in the treaty of peace between Peru and Chile, in the event of the provinces of Tacna and Arica being restored to the former Republic.

I am officially informed that the quantity of salt exported annually is about 6,000 tons, and the annual home consumption is about 35,000 tons.

CURRENCY.

The President of the Republic decreed on the 11th of December, 1897, that the fiscal duties would be collected in pounds sterling, coined money, at the rate of 1 pound for each 10 soles; the payments could also be made in Peruvian silver soles, with an extra charge of 5 per cent, the increase being intended to cover any little loss the Government may sustain in the fluctuations in exchange and in the importation of English gold.

Last April, the Peruvian Government issued a decree suspending the free coinage of silver in the Peruvian mint at Lima. According to good authority, the total amount minted at Lima from the year 1885 to 1895 was: Peruvian silver soles, 29,858,314; and fractional money, 221,995 soles. Peru is the only Republic in South America which has no paper money.

The Peruvian metallic unit is the sol, or silver dollar. It is a well-finished coin, 900 fine, and is highly appreciated by the Central American Republics, to which countries large quantities are exported. With the exception of gold and silver bars, metal and also coin are exempt from export duty. Importation of silver is almost prohibited, as no person is allowed to import more than 50 silver soles from foreign countries. All importations of more than the above-stated amount must be delivered to the custom-house authorities, and if not delivered are seized and sent to Lima to the mint, where they are melted into bars and in this state returned to the owner.

Peru is a silver-producing country. There are 3,475 mining claims on the official lists, including metals of all kinds (principally silver), though not nearly all are being worked. Each claim pays a half-yearly tax of 15 soles (\$6.36).^{*} Proceeds of this tax are paid to the Lima School of Mines. The total amount of silver produced and melted into bars at Cerro de Pasco, the largest silver-producing district of Peru, from January, 1886, to November, 1896, amounted to 5,722 bars, or 1,713,973 marks of 8 ounces.

I am informed that gold is found in many and well-known places in Peru, but the climate, which is very trying in the mining regions, the lack of labor, and the unfriendliness of the Indians, are the chief obstacles which one encounters. It is the general impression that only companies with ample capital have any chance of success.

The district of Carabaya, in the department of Puno, where the famous Santo Domingo gold mine is situated, has attracted a great deal of attention of late.

GENERAL REMARKS.

There is no special tax on foreigners, and no difficulty in registering patents for foreign inventions. The cost is very small.

Credits at ninety days are generally given to merchants purchasing abroad.

It is my opinion that the first thing to be done by the United States to acquire the trade of Peru and other countries on the Pacific coast of South and Central America, is to establish a fast line of steamers from San Francisco. This, combined with the present two lines of steamers plying between New York and the west coast of South America via Straits of Magellan, would, I am quite sure, largely increase the trade relations between the United States and the Pacific coast of South and Central America.

^{*} According to the latest valuation of the sol. by Google

Vice-Consul McBride says that he has not the least doubt that the West Coast and Merchants' lines of steamers, which at present ply between New York and west coast of South America, are a great help to the United States in regaining the vast trade that she formerly had with this coast.

Our merchants should also contribute by giving more extensive credits, after the manner of Europe, and send instead of catalogues, samples in the hands of traveling agents, who must know the customs of the country, and, above all, speak the Spanish language. They would do well to ask reliable advice before giving credits to any extent, as it is easy to sell goods in South America, but hard to collect bad debts; the law moves very slowly and lawyers' fees are high.

Marriages of non-Catholics are now recognized by the Peruvian Government and allowed to be registered.

The importation of firearms and ammunition is prohibited.

A new light-house was delivered to public service on the 28th of July, 1897, on the Palominos Island, about $2\frac{1}{2}$ miles distant from Bradley Point, San Lorenzo Island. San Lorenzo light-house has been discontinued, being seldom seen, owing to its altitude. The new light-house is of the third class, with a white revolving light flashing every thirty seconds, and partially obscure for a like time. The illuminating apparatus is lentiform, with eight lenses. The light is visible at a distance of 20 miles in clear weather.

W. B. DICKEY, *Consul.*

CALLAO, *January 13, 1898.*

State of the Peruvian money market.

	Value at which issued.	Last divi- dend.	Buyers at—	Sellers at—	Capital.
Callao Bank.....	150 soles ...	4 per cent annual.	153 soles ..	154 soles ..	1,250,000 soles.
Italian Bank.....	10 pounds...	5 per cent last six months.	134 soles ..	135 soles ..	100,000 pounds.
International Bank	50 soles		Par	Par	
Lima Water Co	400 soles ...	12 per cent quarterly.	406 soles ..	408 soles ..	1,320,000 soles.
Barranco Water Co	100 soles ...	8 per cent annual.	Par	No sellers.	55,000 soles.
Miraflores Water Co	200 soles ...	6 per cent annual.	Par	Par	50,000 soles.
Lima Gas Co	500 soles ...	5 per cent annual.	204 soles ..	208 soles ..	2,000,000 soles.
Callao Gas Co	100 soles ...	4 per cent annual.	52 soles ...	55 soles ...	500,000 soles.
Peruvian Telephone Co	16 pounds...	10 per cent annual.	£18-10....	19 pounds.	20,000 pounds.
La Libertad Flour Mills.....	50 soles ...	8 per cent annual.	48 soles ...	50 soles ...	95,000 soles.
Santa Catalina Cloth Co.....	50 pounds...		Par	No sellers.	70,000 pounds.
Eten Railway.....	100 pounds.	4 per cent annual.	60 pounds.	65 pounds.	150,000 pounds.
Wheat deposit of Bellavista ..	500 soles ...	8 per cent annual.	400 soles ..	410 soles ..	175,000 soles.
International Insurance Co ...	10 soles ...	15 per cent annual.	22 soles ...	22 soles 50 cents.	2,000,000 soles.
Italian Insurance Co.....	10 soles ...		9 soles	9 soles 50 cents.	2,000,000 soles.
Reimao Insurance Co	10 soles ...		9 soles 80 cents.	10 soles ...	2,500,000 soles.
Society for the Collection of Taxes.	45 soles ...	10 soles 80 cents last quarter.	85 soles ...	87 soles ...	1,000,000 soles.
San Lorenzo	50 soles ...	20 soles last 6 months.	60 soles ...	No sellers.	10,000 soles.
Society La Acumulativa.....	10 soles ...	9 per cent quarterly.	20 soles ...	21 soles ...	Not known.

State of the Peruvian money market—Continued.

	Value at which issued.	Last dividend.	Buyers at—	Sellers at—	Capital.
Tobacco Manufacturing Co. . .	1,000 soles	12 per cent annual.	Par	No sellers.	200,000 soles.
San Nicolas Agricultural Co. .	1,000 soles	6 per cent annual.	850 soles	do	800,000 soles.
National Cloth and Hat Manufacturing Co. .	800 soles		590 soles	500 soles	Not known.
<i>Bonds.</i>					
Internal debt	100 soles	1 per cent annual.	7 soles 65 cents.	7 soles 80 cents.	
Lima corporation	100 soles	6 per cent annual.	73 soles	74 soles	
Bank of Callao (mortgage bonds).	100 soles	9 per cent annual.	4 per ct	5 per ct	
Do	100 soles	10 per cent annual.	3 per ct	4 per ct	
Lima Benevolent Society	100 soles	8 per cent annual.	2 per ct	3 per ct	
Lima Gas Co.	500 soles	8 per cent annual.	2 per ct	3 per ct	

REPORT ON THE GOLD DISTRICT OF CARABAYA, PERU.

[By the late civil engineer, E. J. Prew, esq.]

It may be useful to preface my remarks upon the subject by indicating how to reach the gold districts.

The following statement of distances may be relied upon as being fairly accurate:

Places.	Time.	Distance.
	<i>Day.</i>	<i>Miles.</i>
By railway:		
Mollendo—Arequipa	1	107½
Arequipa—Juliana	1	189
Juliana—Santa Rosa	1	82
On mule back:		
Santa Rosa—Nuñoa	1	18
Nuñoa—Palca		10
Palca—Macusani		27
Macusani—Coaza		42
Coaza—Saco		15
On foot:		
Saco—Sachapata	½	12
Sachapata—Tambo Pata	1	2
Tambo Pata—Tambo Pampa		
Tambo Pampa—Coquini		
Coquini—River Inambari	½	-----

From the river Inambari any point in the Carabaya district can be reached. Traffic from this point is also on foot. The actual time needed when once on the road is given above, but it is very seldom that one would go through without remaining a few days at some of the principal stopping places; in fact, it is absolutely necessary to do this in order to make arrangements for Indian carriers and guides, who have to carry the goods and necessaries from these places, as it is impossible to get any farther in. Speaking generally, the roads are not bad until Saco, although in places they are far from good. The altitude varies from 4,336 meters (14,092 feet) in Macusani to 3,783 meters (12,294 feet) in Coaza, and about the same in Saco.

From this last town the fall is very rapid, especially after Sachapata, getting down to about 900 meters (2,925 feet) at the river Inambari. Rivers of any importance (Coaza and Saco) have bridges of stone and wood, rather primitive, but quite safe for ordinary traffic. To pass the rivers Tingori and Inambari there is a single iron rope stretched across, firmly secured at both ends, and a carrier is rigged up, suspended from two small rollers or pulleys which run on the cable, and one is pulled from side to side as is necessary. This is a very slow way for cargo, but the rivers are too deep to ford and not many rafts exist in the district. Once on the other side of the Inambari the paths are somewhat different. The river beds are usually used in the dry season, so that you rarely have to walk in water above your hips. Dur-

ing the wet season, when it is impossible to make use of the river beds on account of the abundance of water, the traveler takes to the hills, where the paths are very slippery and bad. It is generally considered better to walk in "porcas" (a kind of bathing shoe), as you are less likely to slip from the rocks, but the writer found very little advantage from these.

Articles of food have to be carried on the backs of Indians. The usual articles are chuño and chalonga (the former a small dried potato and the latter dried sheep and sometimes young llama). The only article of drink brought in from the outside is alcohol (usually cane) of 40 degrees, which the Indians take pure, but any ordinary mortal could not stand it. A little cane and a few banana trees I saw at Tingori, but not of any consequence, although these and other plants could well be grown. Farther down the Inambari (Paucartambo district) coffee is grown on a small scale, but this makes its exit via Cuzco.

The climate is exceedingly good. The rainfall is heavy, but fevers are unknown, although it really is a tropical climate. The temperature varies from about 70° F. in the evenings to 90° F. in the shade in the daytime and 130° F. in the sun. This is an average, but of course there are exceptional times when it is colder and warmer.

Nearly every known class of wood grows, such as ironwood, walnut, mahogany, and several kinds of soft wood, but on account of having no sawing machinery it is of little value as planks, though in case of necessity these are sawn out by hand; but it serves admirably as props for the mines and posts and framework for the houses. Most of the latter are only huts, with no floor except earth, and are usually "lean-tos," with frameworks of posts or palms. It is seldom that the fronts or sides are covered, but good roofs of palm leaves are used to keep out the rain. It is surprising, however, how comfortable these huts can be made. Other houses are built up off the ground on posts, but these are usually for people of means or owners of mines.

Animal life may be said to be scarce, though more can be heard than seen of it in the thick forest. The most plentiful of birds is the parrot, which is seen of every shade and color, and of animals the monkey. Over the mountain roads to Inambari there are vicuña, alpaca, deer, biscachos, partridges, ducks, etc.

The natives, known as "Chunchos," are seldom seen. They are perfectly uncivilized, and in many instances parties have been surprised and killed by them. Their weapons are bows and arrows made of the ironwood. It is presumed that as civilization enters these parts the "Chunchos" or Indians will retire farther into the interior.

Comparatively speaking, the country has not been opened up at all. Veins and deposits exist everywhere. The country does not lend itself to prospecting, being covered with thick forest growth, so that the mines of to-day are discovered from the rivers and mountain streams, i. e., the sand which these streams bring down is washed to see if it carries good gold; if it does, then the place of its origin is looked for. The only mine of consequence explored and worked on any scale at present is Santo Domingo, recently purchased by an American company for £57,000 cash. This company has on the road a 20-head stamp mill, accessories for crushing and amalgamating. The ore in all parts is very similar, and in nearly every instance it is in slate formation, from whence comes its local name, "smoky quartz." The vein of Santo Domingo varies from 1 foot 6 inches to 8 feet in width and carries gold in all parts, varying from 8 to 800 ounces per ton, and in some instances almost pure streaks of gold have been met with. The vein can be traced for about 1,200 meters, but probably goes much farther. As before stated, the country does not lend itself to prospecting, and all such roads have to be made with hatchets. The country is very rich and not a stream exists that does not carry gold. Most of the workmen employed at present are Indians sent from the nearest towns (sent by the authorities), who speak "Quichua." They are sent for a certain time, and when their contracts expire they either return or wash for gold on their own account. The usual pay for these Indians is 40 cents per day, Bolivian money, payable in 20-cent pieces. This is the only silver money to be seen, but most of the buying is done in gold dust, spoken of as so many "adarmes," equivalent to about 2 soles, silver. Merchants and traders who go in and live in the nearest towns make nearly all their sales in this manner. Every Indian is a miner, but not in the true sense of the word, as they are more accustomed to washing than actual mining. They crush between stones—a very slow process—and wash in bateas or wooden bowls, a very simple outfit, as an Indian, provided he has his chuño and chalonga, can start out on a capital of 2 soles or its equivalent and be a washer. For coarse gold they are very expert, but the fine gold they lose nearly all.

A peculiarity of the Carabaya mines is that they nearly all need timbering, and the vein proper is inclosed in a casing of decomposed slate—a very slippery substance to deal with—which also usually carries gold. Many other mines have been taken up, both washings and veins, but nothing has been done up to now of importance. Among these could be mentioned the San Juan, Raquel, and María. The

amount of gold taken out during the last eighteen months from the Carabaya district can be put at about 2,500 pounds, but most of this came from the famous Santo Domingo mine, and there are a quantity of others where possession has not yet been given.

To purchase a mine it is very necessary to first see that the titles are in order—a very difficult matter, as it is not easy to fix lines in a forest. The great drawback in getting possession to-day is the heavy cost. For each "pertenencia" (right of property) the judge of the Macusani district collects 1,000 soles, besides minor charges. Each individual can legally denounce four "pertenencias," and a company seven in the same district. Anyone can denounce a mine that has not previously been denounced. This secures an option for three months, which can usually be extended another ninety days, after which time, if the mine has not been taken possession of, it can be denounced by anyone; that is to say, the law gives a short time to prove the property before going to the expense of taking possession. Once the titles are in order (given with possession), the owner pays half-yearly to the Government 15 soles for every "pertenencia." The "pertenencia" is usually 200 by 200 meters. The sole is worth 1s. 11d., English money. On account of the sale of Santo Domingo for £57,000, every owner of a mine thinks he has something worth millions, but before anyone puts much confidence in this if they intend investing capital they would do well to go or send some competent person to inspect the ground, bearing in mind that in most instances they will have to spend more money besides for the journey, as food and all other supplies must be taken into consideration, as well as labor.

The great drawback is want of communication. Everything has to be made and packed for conveyance on the backs of Indians (i. e., should not exceed 50 pounds), and to take machinery from the nearest railway station on the Juliaca-Sicuni branch I calculate the cost to be about 500 soles (£50) per ton, English. This will give an idea of the roads. Another road is being studied from Pucara and Tirapata by way of Cruceros and Usucayos, which may be better, but until a good mule road be made I would suggest a tax on gold (over a certain quantity) that came out from the province.

It is generally considered that the capital of the district should be changed from Macusani to Coaza. The latter is of more importance, has more inhabitants, and is a great deal more central for the whole Carabaya district.

TRUXILLO.

Imports of American products into Truxillo for quarter ending June 30, 1897.

Articles.	Value.	Articles.	Value.
Railway supplies	\$983	Cotton textile.....	\$165
Rosin	400	Oil	358
Sewing machines	1,349	Oars	97
Firearms	68	Lumber.....	52
Agricultural implements	382	Medicine.....	508
Pumps	321	Chairs	87
Electric-light machinery	130	Sundries.....	250
Shoos	500		
Manila rope.....	876	Total, United States gold.....	6,677

American goods imported at the consular district of Truxillo for the quarter ending December 31, 1897.

Articles.	Value.	Articles.	Value.
Agricultural implements	\$1,445	Perfumery	\$1,296
Cartridges	100	Rails (steel)	4,000
Chairs	330	Rosin	455
Dry goods (shirting, etc.)	660	Rubber goods.....	125
Fire bricks	1,000	Rope	624
Grease	85	Shoos (box)	240
Hardware	416	Sundries	609
Lamp goods	66	Sewing machines	1,164
Locomotive and sugar-cane cars	8,840	Telephone goods	314
Lumber	127	Turpentine	100
Medicine	208	Tar and pitch	101
Oil, lubricating	829		
Packing	217	Total	23,336

URUGUAY.

I have the honor to submit herewith a statistical report on the trade and traffic of Uruguay during the calendar year 1896, as far as figures are obtainable for the present.

It must be borne in mind that a complete governmental statistical report for the year 1896 can hardly be looked for until about the end of the present year, or perhaps later yet, on account of the disturbances prevailing here now, which no doubt will delay this work longer than otherwise would be the case. I have also to call the attention of our merchants and manufacturers to the specially interesting fact, that the imports from the United States to Uruguay have exceeded the exports from this country to the United States to the amount of \$62,642 during this year, a feature hardly before known in the history of trade between these two countries. It is furthermore noteworthy that the exports from Uruguay during the year 1896 have fallen off to the amount of \$2,140,560, and that during the first two quarters of the year 1897, the exports from Uruguay to the United States have reached the considerable amount of \$2,676,683, American gold, an amount never before reached.

I also deem it necessary to call the attention of our people at home to our modest share in the way of shipping to these countries. Not one single steamer is recorded as having come from the United States to Uruguay, sailing under our flag, and only twenty-three sailing vessels, with a tonnage of 14,788, have entered, and twenty sailing vessels, with a tonnage of 13,530, left, together 28,318 tons going and coming, out of a total tonnage arriving from the United States—a grand total of 147,397. A tonnage of 121,079 of our trade was carried in foreign bottoms.

EDGAR SCHRAMM, *Consul.*

MONTEVIDEO, *August 14, 1897.*

Shipping at Montevideo during the year 1896.

ARRIVALS AND DEPARTURES OF VESSELS.

Class.	Vessels.	Tonnage.	Seamen.
ARRIVED.			
Steamers loaded.....	2, 510	3, 542, 187	120, 346
Steamers in ballast.....	189	108, 567	4, 061
Sailing vessels loaded.....	1, 865	279, 470	10, 525
Sailing vessels in ballast.....	124	24, 207	707
Total steamers.....	2, 699	3, 650, 754	124, 427
Total sailing vessels.....	1, 989	303, 677	11, 232
Total arrived.....	4, 688	3, 954, 431	135, 659
DEPARTED.			
Steamers loaded.....	2, 493	3, 487, 231	119, 906
Steamers in ballast.....	173	140, 505	3, 758
Sailing vessels loaded.....	1, 331	177, 317	7, 357
Sailing vessels in ballast.....	670	136, 526	4, 008
Total steamers.....	2, 666	3, 627, 736	123, 659
Total sailing vessels.....	2, 001	313, 843	11, 363
Total departed.....	4, 667	3, 941, 579	135, 022

Shipping at Montevideo during the year 1896—Continued.

ARRIVALS ACCORDING TO FLAG.

Flag.	Steamers.			Sailing vessels.			Total.		
	Num-ber.	Tonnage.	Sea-men.	Num-ber.	Tonnage.	Sea-men.	Ves-sels.	Tonnage.	Sea-men.
German	285	526,923	12,064	10	11,182	156	295	538,105	12,220
Argentine	560	360,856	22,777	321	19,458	1,391	881	380,814	24,168
Austrian	6	4,849	144	4	2,313	54	10	7,162	198
Belgian	10	19,775	396	.....	.....	.....	10	19,775	396
Bolivian .....	.....	.....	.....	21	560	68	21	560	68
Brazilian	74	50,291	3,001	1	224	9	75	50,515	3,010
Chilean	2	420	28	.....	.....	.....	2	420	28
Danish	4	3,849	85	5	1,271	37	9	5,120	122
Spanish	8	24,809	547	49	13,745	548	57	38,554	1,095
French	233	461,516	17,739	5	2,568	72	238	464,082	17,811
Greek .....	.....	.....	.....	1	613	13	1	613	13
Dutch .....	.....	.....	.....	2	1,279	25	2	1,279	25
British	736	1,438,074	33,159	58	72,351	1,122	794	1,510,425	34,281
Italian	213	425,439	15,883	124	76,678	1,488	337	502,117	17,371
Mexican	1	246	12	.....	.....	.....	1	246	12
Uruguayan	519	291,242	17,597	1,283	47,058	5,142	802	338,300	22,740
American .....	.....	.....	.....	23	14,788	258	23	14,788	258
Paraguayan .....	.....	.....	.....	15	780	65	15	780	65
Portuguese .....	.....	.....	.....	1	504	13	1	504	13
Russian .....	.....	.....	.....	3	2,339	55	5	2,339	55
Swedish and Norwegian	48	42,465	995	61	35,968	715	109	78,433	1,710
Total	2,669	3,650,754	124,427	1,989	303,677	11,232	4,688	3,954,431	135,659

DEPARTURES ACCORDING TO FLAG.

Flag	Steamers.			Sailing vessels.			Total.		
	Num-ber.	Tonnage.	Sea-men.	Num-ber.	Tonnage.	Sea-men.	Ves-sels.	Tonnage.	Sea-men.
German	279	517,801	11,924	12	14,536	233	291	532,337	12,157
Argentine	541	366,359	22,562	326	18,978	1,359	861	375,837	23,921
Austrian	6	4,849	144	5	2,017	64	11	7,866	206
Belgian	12	22,049	453	.....	.....	.....	12	22,049	453
Bolivian .....	.....	.....	.....	20	532	74	20	532	74
Brazilian	73	49,784	3,024	1	214	9	74	49,998	3,033
Chilean	2	420	28	.....	.....	.....	2	420	28
Danish	5	4,810	107	5	1,261	37	10	6,071	144
Spanish	8	24,809	547	53	15,004	590	61	39,813	1,137
French	230	459,359	17,408	4	1,726	52	234	461,085	17,460
Greek .....	.....	.....	.....	1	613	13	1	613	13
Dutch .....	.....	.....	.....	2	1,279	25	2	1,279	25
British	732	1,433,838	33,289	67	81,790	1,262	799	1,515,628	34,551
Italian	210	422,145	15,800	129	79,245	1,520	339	501,390	17,320
Mexican	1	246	12	.....	.....	.....	1	246	12
Uruguayan	515	286,410	17,399	1,280	46,812	5,109	1,795	333,222	22,508
American .....	.....	.....	.....	21	13,530	240	21	13,530	240
Paraguayan .....	.....	.....	.....	13	610	54	13	610	54
Portuguese .....	.....	.....	.....	1	504	13	1	504	13
Russian .....	.....	.....	.....	5	2,339	55	5	2,339	55
Swedish and Norwegian	52	44,851	962	56	31,863	654	108	76,704	1,616
Total	2,666	3,627,736	123,659	2,001	313,843	11,363	4,667	3,941,579	135,022

Shipping at Montevideo during the year 1896—Continued.

ARRIVALS FROM DIFFERENT COUNTRIES OF VESSELS.

Where from.	Steamers.			Sailing vessels.			Total.		
	Num-ber.	Tonnage.	Sea-men.	Num-ber.	Tonnage.	Sea-men.	Ves-sels.	Tonnage.	Sea-men.
West Indies.....				9	2,172	98	9	2,172	98
Germany.....	82	165,886	8,769	1	417	11	83	166,253	8,780
Belgium.....	53	138,345	1,738	3	2,117	39	56	138,232	1,777
Brazil.....	188	96,165	5,473	34	14,049	340	222	152,424	5,813
Canada.....				3	2,034	31	8	2,034	31
Chile.....	96	204,470	5,210	2	408	35	98	205,873	5,245
Costa Rica.....				1	1,093	15	1	1,093	15
Spain.....	1	563	13	85	48,807	1,049	86	49,400	1,062
United States of									
America.....	36	56,305	1,175	38	28,920	501	74	85,225	1,676
France.....	112	226,782	8,910	15	7,996	186	127	234,778	9,096
Greece.....	1	1,021	19				1	1,021	19
Guatemala.....	1	1,778	39				1	1,778	39
Italy.....	120	242,275	8,860	4	2,315	49	124	244,590	8,909
England.....	266	558,500	14,274	81	83,661	1,334	347	642,161	15,606
Mexico.....	6	13,336	202	1	1,738	22	7	15,074	222
Argentine Republic.	1,189	1,573,520	54,166	222	34,606	1,314	1,381	1,608,126	55,480
Paraguay.....	95	51,208	4,033	25	2,216	193	120	53,424	4,226
Peru.....	38	72,598	1,444				38	74,598	1,444
Portugal.....	1	2,481	66	1	948	15	2	3,429	81
Uruguayan ports.....	442	228,911	14,954	1,459	66,603	5,837	1,901	295,514	20,827
Various countries.....	2	16,630	84	5	2,552	127	7	19,182	211
Total.....	2,699	3,680,754	124,427	1,969	303,677	11,232	4,688	3,954,431	135,659

DEPARTURES TO DIFFERENT COUNTRIES OF VESSELS.

Where to.	Steamers.			Sailing vessels.			Total.		
	Num-ber.	Tonnage.	Sea-men.	Num-ber.	Tonnage.	Sea-men.	Ves-sels.	Tonnage.	Sea-men.
Germany.....	157	286,017	6,458	8	8,135	155	165	294,152	6,613
West Indies.....				27	14,692	337	27	14,692	337
Australia.....				5	7,068	104	5	7,068	104
Belgium.....	38	73,949	1,314	6	2,043	52	44	75,992	1,366
Brazil.....	159	121,464	4,826	28	8,162	259	187	129,626	5,085
Chile.....	40	102,223	3,142	5	6,394	108	45	108,617	3,250
Costa Rica.....				1	1,093	15	1	1,093	15
Spain.....	31	61,869	1,160	22	7,864	259	53	69,733	1,419
United States of									
America.....	23	35,999	643	27	26,173	445	50	62,172	1,088
France.....	141	280,048	9,668	14	9,527	172	155	289,575	9,840
Holland.....	3	3,468	62	2	690	14	4	4,158	76
Italy.....	98	206,506	7,634	5	3,443	63	103	209,949	7,697
England.....	283	609,322	14,599	45	46,330	681	328	655,652	15,280
Mexico.....				3	5,151	79	3	5,151	79
Paraguay.....	97	54,079	4,282	21	2,108	168	118	56,187	4,450
Portugal.....	1	2,152	82	1	328	7	2	2,480	39
Uruguayan ports.....	435	225,434	15,975	1,510	76,263	6,158	1,945	301,697	22,133
Argentine Republic.	1,154	1,548,273	53,315	267	85,936	2,226	1,421	1,634,209	55,541
Various ports.....	6	16,833	549	5	2,443	61	11	19,376	610
Total.....	2,666	3,627,736	123,659	2,001	313,843	11,863	4,667	3,941,579	135,022

Foreign commerce of Uruguay during the year 1896.

Countries.	Imports.			Exports.			Total trade.
	Subject to import duties.	Free of import duties.	Total.	Subject to export duties.	Free of export duties.	Total.	
England.....	\$6,952,760	\$324,612	\$7,277,372	\$1,793,968	\$189,296	\$1,983,264	\$9,260,636
Germany.....	2,643,207	107,085	2,750,292	2,440,899	39,014	2,479,913	5,230,205
Italy.....	2,179,906	103,451	2,283,357	359,537	117,629	477,166	2,760,523
France.....	2,426,649	63,135	2,489,784	4,912,467	127,976	5,040,443	7,580,227
Spain.....	1,926,535	32,839	1,959,374	667,784	19,803	677,587	2,636,961
Brazil.....	1,373,815	71,086	1,444,901	5,841,811	1,401,223	7,243,034	8,687,935
Argentine Republic.....	1,820,283	2,203,481	3,523,764	4,649,218	245,954	4,895,172	8,418,936
United States of America.....	1,727,395	48,860	1,776,255	1,710,545	3,068	1,713,613	3,489,868
Belgium.....	1,599,963	111,063	1,711,026	5,332,046	45,802	5,377,848	7,088,874
Cuba.....	141,667	780	142,447	6,978	7,450	14,437	156,884
Chile.....	66,504	723	67,227	211,184	3,414	214,598	281,825
Paraguay.....	62,195	15,148	77,343		558	558	77,901
Portugal.....	18,930		18,930	135,502	7,785	143,287	161,917
Holland.....	8,413		8,413				8,413
Canary Islands.....					8,204	8,204	8,204
Maurice Islands.....				120	2,119	2,239	2,359
West Indies.....				232	6,406	6,638	6,870
Falkland Islands.....					2,050	2,050	2,050
Cape of Good Hope.....					13,956	13,956	13,956
Australia.....				720		720	720
Barbados.....				240		240	240
Other ports.....					108,117	108,117	108,117
Total.....	22,447,922	3,082,263	25,530,185	28,053,251	2,848,833	30,403,084	55,933,269

Imports and exports, by countries, for the years 1895 and 1896.

IMPORTS.

Countries.	Years.		More in—	
	1896.	1895.	1896.	1895.
England.....	\$7,277,372	\$7,890,220		\$612,848
Argentine Republic.....	3,523,764	2,240,482	\$1,383,282	
Germany.....	2,750,292	2,968,293		218,001
France.....	2,489,784	2,381,832	107,952	
Italy.....	2,283,357	2,178,931	104,426	
Spain.....	1,959,374	1,031,049		71,675
United States of America.....	1,776,255	1,759,700	16,555	
Belgium.....	1,711,026	1,366,362	344,664	
Brazil.....	1,444,901	2,218,482		773,586
Cuba.....	142,447	214,006		71,561
Paraguay.....	77,343	61,458	15,885	
Chile.....	67,227	57,821	9,406	
Portugal.....	18,930	14,614	4,016	
Holland.....	8,413	2,675	5,738	
India, China, and Japan.....		174		174
Total.....	25,530,185	25,386,106	1,891,924	1,747,845
Increase in 1896.....		144,079		144,079

Imports and exports, by countries, for the years 1895 and 1896—Continued.

EXPORTS.

Countries.	Years.		More in—	
	1896.	1895.	1896.	1895.
Brazil.....	\$7, 243, 034	\$6, 882, 077	\$360, 957	.....
Belgium.....	5, 377, 848	4, 363, 407	1, 014, 441	.....
France.....	5, 040, 443	5, 830, 220	.....	\$789, 777
Argentine Republic.....	4, 895, 172	4, 076, 431	818, 741	.....
Germany.....	2, 479, 913	1, 670, 376	800, 537	.....
England.....	1, 983, 264	4, 949, 737	.....	2, 966, 473
United States of America.....	1, 713, 613	3, 057, 926	.....	1, 344, 313
Spain.....	677, 587	299, 454	379, 133	.....
Italy.....	477, 166	695, 193	.....	218, 027
Chile.....	214, 598	284, 362	.....	69, 764
Portugal.....	143, 287	115, 965	29, 322	.....
Cuba.....	14, 437	203, 328	.....	188, 889
Cape of Good Hope.....	13, 956	4, 191	9, 765	.....
Canary Islands.....	8, 204	3, 994	4, 210	.....
West Indies.....	6, 638	4, 691	1, 722	.....
Maurice Islands.....	2, 239	100	2, 139	.....
Falkland Islands.....	2, 050	3, 691	.....	1, 641
Australia.....	720	550	170	.....
Paraguay.....	553	.....	558	.....
Barbados.....	240	.....	240	.....
Peru.....	.....	210	.....	210
Venezuela.....	.....	7, 763	.....	7, 763
India, China, and Japan.....	.....	100	.....	100
Other ports.....	108, 117	90, 655	17, 462	.....
Total.....	30, 403, 084	32, 543, 644	3, 446, 397	5, 586, 957
Decrease in 1896.....	2, 140, 560	.....	2, 140, 560	.....

Imports and exports, by articles, for the years 1895 and 1896.

IMPORTS.

Articles.	1895.	1896.
Drinks in general (wines, brandies, beers, and liquors, all kinds).....	\$3, 259, 066	\$2, 922, 365
Estables, cereals, and spices.....	4, 282, 830	4, 119, 121
Tobacco and cigars.....	218, 629	250, 723
Dry goods and notions (haberdashers' goods, etc.).....	4, 856, 114	4, 704, 800
Ready-made clothing.....	1, 380, 871	1, 446, 237
Raw materials, machinery, and implements.....	6, 404, 132	6, 613, 786
Various (glass and glassware, china, shells, and fine hardware, etc.).....	3, 128, 794	3, 482, 180
Live stock.....	1, 855, 670	1, 990, 973
Total.....	25, 386, 106	25, 530, 185
Increase in 1896.....	.....	144, 079

EXPORTS.

Articles.	1895.	1896.	More in 1895.	More in 1896.
Live stock.....	\$1, 004, 479	\$1, 490, 528	.....	\$486, 049
Slaughterhouse products.....	27, 474, 987	26, 418, 596	\$1, 056, 391	.....
Agricultural products.....	3, 735, 776	2, 018, 985	1, 716, 791	.....
Various products (bone ash, ostrich feathers, etc.).....	237, 159	352, 886	.....	115, 707
Various articles.....	588	13, 992	.....	13, 404
Provisions for vessels.....	90, 655	103, 117	.....	17, 462
Total.....	32, 543, 644	30, 403, 084	2, 773, 182	632, 622
Decrease in 1896.....	.....	2, 140, 560	.....	2, 140, 560

SUPPLEMENTARY REPORT.

Consul Swalm, of Montevideo, under date of March 3, 1898, writes: I inclose data as to Uruguayan exports and imports, together with a comparative statement for the past nine years.

The exports for 1898 will be considerably larger than for the past year, a good wheat crop furnishing the additional value. There will be no considerable increase in the items of cattle and cattle products, or in that of sheep. The corn crop will be one of the best harvested for several years, and will permit larger exportation of alfalfa hay. The herds of cattle and sheep are reported as free from all disease, and there is less scab among the sheep than usual. This is owing to the adoption of modern treatment for the trouble and to the abundant rains.

The present peaceful conditions of the Republic have the promise of permanency, and the stock and agricultural interests will have a season of prosperous development and make up for the losses of the war year of 1897.

Exports and imports of Uruguay for the year 1897.

[The values are given in Uruguayan currency, the dollar being worth \$1.034 United States money.]

IMPORTS.

Articles.	Value.
Liquors (all kinds)	\$2,496,331.93
Eatables, cereals, and spices	4,177,513.52
Tobacco and cigars	184,726.80
Dry goods (all kinds)	462,893.21
Ready-made clothing	871,215.58
Materials for the industries, and machinery	5,153,108.24
Various articles (unclassified)	2,075,680.85
Live stock	990,736.00
Total	19,412,216.13

EXPORTS.

Articles.	Value.
Live stock	\$781,727.00
Salted meat and cattle products	26,348,860.95
Farm and agricultural products	1,201,433.70
Various products	405,634.11
Various articles	12,765.14
Provisions and supplies for ships	83,152.54
Total	29,319,573.44
Total exports	\$29,319,573.44
Total imports	19,412,216.13
Excess of exports	9,907,357.31

Comparative statement for nine years.

Year.	Imports.	Exports.	Total.
1889	\$36,823,863	\$25,954,107	\$62,777,970
1890	32,364,627	29,985,519	61,450,146
1891	18,978,420	26,998,270	45,976,690
1892	18,404,296	25,951,819	44,356,115
1893	19,671,610	27,681,373	47,353,013
1894	23,800,369	33,479,511	57,279,880
1895	25,386,106	32,543,643	57,929,750
1896	25,530,184	30,403,083	55,933,267
1897	19,412,216	29,319,573	48,731,789

Minister Finch sends from Montevideo, under date of March 4, 1898, the following extracts from the Montevideo Times, March 3, 1898, referring to the commerce of Uruguay for 1897. After noting that the total trade was over \$7,000,000 less than in 1896, the Times says:

There has thus been a general and serious decrease, which it is not difficult to attribute to direct effects of the political troubles and the civil war that affected the Republic during the year. The variation in the exports, it is true, is not very great, and perhaps in this the locust plague of 1896-97 had as large a share as anything. But the variation in the imports is very considerable and shows how deeply the commerce of the Republic was affected. This is not surprising when we remember that for the seven months during which the civil war lasted all commercial movement between the capital and the interior was almost at a standstill. The total throws us back to where we were between the years 1893 and 1894, when we were just recovering from the great financial crisis. Fortunately, we can now look forward to brighter times, and, if we are only allowed a rest from political agitations, next year we may hope to tell a very different and more favorable tale.

The balance of trade in favor of the Republic—that is to say, the excess of exports over imports—amounts to the substantial figure of \$9,907,357. This is the only consolatory item in the picture, but at the same time it may be pointed out that ever since 1891 the balance of trade has been steadily and sometimes largely in our favor, without the Republic reaping any apparent benefit therefrom. In fact, there was far more general prosperity when the balance was the other way.

Value of exports declared for the United States at Montevideo during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Bones			\$11,560.29		\$11,560.29
Glue stock	\$5,150.87	\$8,238.22	5,467.13	\$6,575.25	25,440.47
Hides, dry	129,344.98	779,223.14	482,227.01	452,647.09	1,848,442.22
Horsehair	9,076.08	84,271.51	32,642.86	17,737.91	143,727.86
Oil	8,333.83				8,333.83
Ostrich feathers				1,625.52	1,625.52
Skins	138.85	847.70		3,207.03	4,188.58
Tail hair		274.94			274.94
Tobacco, leaf	73.88				73.88
Wool	2,641.47	275,665.01	1,099,726.19	563,267.72	1,941,300.39
Total	154,763.47	1,148,520.52	1,631,622.99	1,045,060.52	3,979,967.50

PAYSANDÚ.

I send report on the imports and exports to and from this port for the six months ended June 30, 1897. The figures and values were taken from the customs statistical office and should be correct.

Regarding the industries of this place, with the exception of a small flour mill and two slaughter establishments, there are none of any import.

Exports from Paysandú from January 1 to June 30, 1897.

QUANTITIES.

Jerked beef	kilos ..	11,823,505
Bone ash	do	2,636,033
Bones	do	131,987
Horse and cow hair	do	15,957
Salted ox and cow hides	number ..	162,180
Extract of meat	kilos ..	51,960
Gelatine	do	1,199
Preserved tongues	number ..	176,709
Nerves and pizzles	kilos ..	18,962
Tallow	do	4,483,245

* Kilogram = 2.2046 pounds.

Horns.....	number..	125,595
Sheepskins.....	do.....	134,704
Dry ox and cow hides.....	do.....	2,035

VALUES AS PER CUSTOMS TARIFF.

Jerked beef.....	\$1,182,350.50
Bone ash.....	263,603.30
Bones.....	13,198.70
Horse and cow hair.....	3,989.25
Salted ox and cow hides.....	810,900.00
Extract of meat.....	103,920.00
Gelatine.....	2,398.00
Preserved tongues.....	35,341.80
Nerves and pizzles.....	9,481.00
Tallow.....	448,324.50
Horns.....	3,767.85
Sheepskins.....	13,470.40
Dry ox and cow hides.....	4,070.00
Total.....	2,894,815.30

Summary of principal imports into Paysandú from January 1 to June 30, 1897.

QUANTITIES.

Cotton duck.....	kilos..	1,443
Spirits of turpentine.....	liters..	1,102
Flooring bricks.....	number..	34,445
Tiles.....	do.....	3,100
Tobacco sheep dip.....	kilos..	15,300
Iron joists and steel joists.....	do.....	48,216
Paints.....	do.....	3,060
Axes.....	dozen..	12
Fencing wire:		
Black.....	kilos..	112,360
Galvanized.....	do.....	4,960
Hessians or bagging.....	do.....	27,338
Portland cement.....	do.....	46,225
Olive oil.....	do.....	2,931
Refined sugar.....	do.....	25,000
Raw sugar.....	do.....	48,200
Cotton waste.....	do.....	1,080
Steam coal.....	do.....	3,716,983
Smithy iron in bars.....	do.....	16,727
Kerosene.....	liters..	88,920
Blue drills.....	kilos..	870
White cotton sheeting.....	do.....	1,892
Hard woods.....	feet..	10,510
Lumber (pitch pine, white pine, and spruce).....	do.....	203,730
Salt.....	kilos..	5,559,601
Rosin.....	do.....	80,962
Galvanized corrugated sheet iron.....	do.....	53,810

VALUES, AS PER CUSTOMS TARIFF.

Cotton duck.....	\$865.80
Spirits of turpentine.....	154.28
Flooring bricks.....	413.31
Tiles.....	93.00
Tobacco; sheep dip.....	459.00
Iron and steel joists.....	2,169.72
Paints.....	397.80
Axes.....	108.00
Fencing wire:	
Black.....	561.80
Galvanized.....	496.00
Hessians.....	3,827.32
Portland cement.....	739.60
Olive oil.....	879.30
Refined sugar.....	2,500.00
Raw sugar.....	4,338.00
Cotton waste.....	151.20

Steam coal.....	\$3, 716. 98
Smithy iron in bars.....	752. 71
Kerosene.....	4, 268. 16
Blue drills.....	609. 00
White cotton sheeting.....	946. 00
Hard woods.....	63. 06
Lumber.....	6, 111. 90
Salt.....	29, 800. 50
Rosin.....	1, 613. 84
Galvanized corrugated sheet iron.....	3, 766. 70
Total.....	69, 803. 01

GEO. A. HUFNAGEL,
Vice-Commercial Agent.

PAYSANDU, November 5, 1897.

VENEZUELA.

LA GUAYRA.

In compliance with instructions in circular letter of August 10, I have the honor to state that it is impracticable to render detailed statement of the amount and value of imports and exports at this post, as such statistics and all papers relating thereto for the first six months of this year have been already remitted to the Government at Caracas by the custom-house collector, and no returns are published.

ARTICLES OF IMPORT.

Boots and shoes have been eliminated from the ninth class of the customs tariff and their importation is prohibited by the third article of the new law.

Furniture and light merchandise.—Merchants here complain of the carelessness of exporters in packing goods in heavy cases. The latter should bear in mind that duties are charged on the gross weight of every package, and this, therefore, should be of the lightest material consistent with strength. The largest firms in Venezuela are German; they have attained their present position by steady perseverance. They moreover assimilate themselves to the natives of their adopted home, acquire the language quickly and thoroughly, and in that way, gain the sympathies of the people with whom they have intercourse. German capital is largely invested in the undertaking of the "Great Railroad of Venezuela," and the "Disconto Gesellschaft of Berlin" lately floated a loan to the Venezuelan Government of 50,000,000 bolivars (\$9,650,000). No changes have been made in currency values; a gold dollar equals 1.30 pesos. The drafts are very dear at present—\$100 gold for 138 pesos at three days' sight.

A change in custom tariff rates is that, by an order of the finance minister, fluosilicates of aluminum, zinc, iron, manganese, chrome, lead, and copper, not heretofore included in the custom tariff, are added to the third clause of said tariff. Other changes are noted farther on.

There are no manufactures in the country and agricultural implements are obtained cheaper and quicker from the United States. All kinds of machinery should be shipped in pieces as small as possible and a crate should be used to protect the more delicate parts.

Port regulations and wharfage dues are the same as before. The harbor corporation is continually repairing the port and wharves.

The French Cable Company has laid a cable between this port, Puerto Cabello, and Coro.

NAVIGATION.

Since the loss of the steamship *Paparo* of the Carenero Navigation Company, the trade is done by sailing vessels, but it is absolutely a necessity for two small steamers to carry the cocoa that is to be picked up all along the eastern coast during the season. Fifty cents American gold per barrel is the freight per Red D Line of steamers from New York to this port; besides this line, there is a Dutch and a Spanish steamer coming to this port once a month, but with very little cargo. Most of the cargo is brought by United States steamers. Coals and logwood are brought from the United States by sailing vessels.

No passports or licenses for carrying on business are required for travelers. There is no law in regard to requiring goods to be marked so as to show the country of origin or manufacture.

T. D. GOLDING, *Vice-Consul*.

LA GUAYRA, September 29, 1897.

CHANGES IN CUSTOM TARIFF.

In class 1 (articles free of duty): Mineral waters (formerly third class); iron ore and old iron suitable for smelting (formerly second class); potato seed (formerly third class); windmills (formerly second class).

In second class, 10 centimes per kilogram (2 cents per 2.2 pounds): Liquid carbonic acid gas; bends for water pipes; pulverized glass.

In third class, 25 centimes (5 cents) per kilogram: Cotton (formerly prohibited); asbestos; harnesses (formerly second class); brown sugar (formerly prohibited); gum arabic (formerly fifth class); pure lard, exclusive of mixtures and oleomargarine, which were formerly in this class; poison for preserving skins (formerly fifth class).

In fourth class, 75 centimes (14 cents) per kilogram: Refined sugar (formerly prohibited); bituminous oil for harness; table mats of painted yarn; naphtha; hog's lard mixed with other fats and oleomargarine (formerly third class); sticks for making matches (formerly prohibited); spirits of all kinds (except rum made of sugar cane, which is prohibited), brandy, cognac or its essences, absinthe, gin and its essences up to 22 Cartier, after which grade it will be appraised proportionately (formerly sixth class); batanes de algodón; gunpowder (formerly sixth class); tobacco for chewing purposes (formerly sixth class).

In the seventh class, 5 bolivars (96 cents) per kilogram: Matches are prohibited; their importation is therefore forbidden; air guns for saloon practice (formerly fourth class).

In the ninth class, 20 bolivars (\$3.86) per kilogram: Boots and shoes have been eliminated and their importation is prohibited by article 3 of the new law.

ARTICLE IV. The executive power has authority to forbid the importation of all or of some kinds of ready-made clothing and hats of every description, trimmed bonnets and caps, through those custom-houses of the Republic in the respective jurisdictions of which an occupation or industry should be developed sufficient to meet the consumption without prejudicing the consumers.

ARTICLE XIII. Articles which can be taken asunder and are introduced in parts will be appraised in the class to which the articles belong in their entirety.

Amount of duties paid to the custom-house of La Guayra during the calendar year 1896.

	Amount.
For goods imported	\$2,987,500
For goods exported	733,500
Total United States gold	3,721,000

Coasting trade by imports and exports for the year 1896.

IMPORTS.

Articles.	Quantity.
	<i>Kilos.</i>
Coffee, cocoa, hide, salt fish, oil, corn, tobacco, etc.....	20, 253, 882
Timber.....	2, 904, 886
Total	23, 158, 690

EXPORTS.

Coal.....	<i>Kilos.</i> 158, 340
Merchandise.....	4, 706, 707
Total	4, 865, 047

Principal articles of import to La Guayra during the calendar year 1896.

Articles.	Quantity.
	<i>Kilos.</i>
Dry goods.....	11, 737, 604
Hardware.....	8, 503, 632
Provisions and liquors.....	21, 784, 390
Oils not kerosene.....	519, 010
Kerosene.....	2, 302, 889
Timber.....	3, 822, 261
Cement.....	5, 451, 730
Coal or patent fuel.....	13, 128, 481
Machinery.....	262, 413
Railway materials.....	478, 472
Total	62, 990, 832

IMPORTED FROM ENGLAND.

Dry goods, hardware, cement, machinery, railway material.....	32, 024, 990
Patent fuel.....	55, 000, 000
Total	87, 024, 990

Principal articles of export from La Guayra during the calendar year 1896.

Articles.	United States.		Germany.		France.		Spain.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>	
Coffee.....	2, 191, 000	\$376, 400	3, 658, 000	\$1, 463, 200	4, 193, 000	\$1, 677, 200	64, 000	\$25, 600
Cocoa.....	314, 000	94, 200	196, 000	58, 500	2, 850, 000	855, 000	815, 000	244, 500
Hides.....	216, 000	21, 600	202, 000	20, 200	211, 000	18, 775	6, 000	600
Skins.....	21, 000	525						
Barley.....			38, 000	1, 900	6, 000	300		
Total		992, 725		1, 543, 800		2, 551, 275		270, 700

Articles.	Italy.		England.		Others.		Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>	
Coffee.....	385, 000	\$154, 000	10, 000	\$4, 000	2, 287, 000	\$914, 800	12, 788, 000	\$5, 115, 200
Cocoa.....	20, 000	6, 000			936, 000	280, 800	5, 130, 000	1, 532, 000
Hides.....	2, 000	200			17, 000	1, 700	654, 000	63, 075
Skins.....							21, 000	525
Barley.....							44, 000	2, 200
Total		160, 200		4, 000		1, 197, 300		6, 720, 000

Ships entered and cleared at the port of La Guayra during the calendar year 1896.

Nationality.	Steam.		Sailing.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	79	183,300	11	2,600	90	185,900
French	55	166,000	.....	.....	55	166,000
American	37	96,400	10	4,500	47	100,900
Dutch	33	82,800	.....	.....	33	82,800
German	23	53,000	5	750	28	53,750
Italian	13	28,500	.....	.....	13	28,500
Spanish	12	27,500	.....	.....	12	27,500
Other nations	7	2,000	11	2,250	18	4,250
Total	259	639,500	37	10,100	296	649,600

Foreign articles imported through this port in the fiscal year 1896-97.

Articles.	Value in United States gold.	Pounds.	Custom duties in United States gold.
Firearms	\$22,097.60	35,826	\$24,429.05
Shipping articles	36,376.80	431,741	12,665.69
Sundries	482,171.20	5,837,052	250,713.94
Patent fuel	53,112.60	35,394,150	.....
Shoes and saddlers' articles	170,636.80	267,236	59,731.02
Carriages and harnesses	4,542.00	21,358	659.71
Tobacco cut for cigarettes	240,743.60	992,826	90,611.43
Cotton wicking	17,284.40	110,213	4,859.27
Canned meats	841,429.20	17,279,554	481,015.97
Canvas, coarse, for sacking	98,359.20	1,565,578	44,094.43
Drugs	199,166.60	935,345	71,160.07
Photographic apparatus and materials	5,534.40	17,423	2,584.18
Matches	3.00	65	8.44
Iron, brass, zinc	169,332.80	4,283,704	118,352.37
Flour, assorted	339,985.60	17,234,321	460,253.91
Thread	58,123.00	111,306	18,432.86
Scientific apparatus and instruments	6,009.00	8,593	1,104.56
Musical apparatus and instruments	18,124.80	63,093	2,523.13
Soap and its ingredients for manufacture	80,711.60	3,137,373	222,713.10
Crockery, fine and ordinary	32,616.60	710,373	21,560.23
Lumber	39,476.80	4,029,080	30,770.27
Material for house construction	71,249.80	14,726,460	19,147.20
Machinery	40,811.60	317,223	8,199.04
Goods:			
Silk	113,039.20	35,882	35,198.79
Wool	149,142.80	266,828	90,766.56
Thread	110,401.80	313,336	52,829.59
Cotton	1,262,283.60	4,525,510	828,377.11
Silk and cotton	6,983.60	8,343	3,016.12
Thread and cotton	14,731.60	37,986	7,470.75
Wool and cotton	13,964.20	17,797	7,665.40
Others	153,342.00	476,467	89,248.78
Free articles	523,002.80	7,706,804	.....
Metals	33,722.80	18,843	3,782.28
Furniture	62,469.80	403,330	41,916.34
Coin, gold and silver	84,534.40	884	.....
Paintings	20,912.20	434,565	20,723.60
Wrapping paper	82,002.40	965,684	24,390.83
Perfumery and toilet waters	57,695.00	218,115	28,088.57
Fancy goods and stationery	259,149.20	1,221,006	123,725.16
Jewelry	42,290.60	6,939	4,071.51
Clothing, made	5,538.20	5,997	3,758.40
Hats, and materials therefor	107,224.80	90,278	62,447.38
Printing materials	53,630.00	1,136,363	1,516.44
Tobacco, leaf	17,345.00	25,928	14,717.20
Candles	89,094.40	5,112,384	133,577.05
Wines	374,353.60	7,576,421	272,835.78
Crystals and glassware	27,608.40	6,154	33,219.56

MARACAIBO.

I have the honor to inclose a statement of the exports from Maracaibo to the United States during the calendar year 1897, and beg to refer to the movement in the principal articles shipped during that period.

COFFEE.

There were sent to the United States during the past twelve months 52,503,200 pounds, of a declared invoice value of \$6,569,693.16, United States gold, as against 51,499,398 pounds in 1896, this latter quantity having a value of \$7,984,959.43. This great difference between the two years has its cause in the very low prices of coffee all over the world. The amount of coffee shipped has greatly increased, but the value of the staple has rapidly declined. While the average quotation of declared invoices was 17 pesos in the first half of the year, it came down to 11 or 12 pesos per hundredweight at the close of 1897.

It is but natural that these low prices should have a serious effect upon commercial relations with the interior of the Republic, as well as with foreign countries.

HIDES.

The export of hides has steadily increased, due no doubt to better means of transportation from the interior by steamboats and railways. While in 1894, exports according to declared invoices amounted to \$18,314.28, the year 1895 showed an export of \$28,212.93, and the year 1896 \$52,184.84, while at the end of December, 1897, the export of hides amounted to \$72,850.60.

SKINS.

The export of skins to the United States amounted during the year 1897 to \$14,986.86, United States gold, a slight increase over the year 1896, in which \$12,499.29 worth was sent.

BALSAM COPAIBA.

While in the calendar year 1896, exports reached the sum of \$751.45 only, there is a very perceptible increase for this year, with a total of \$8,209.50, United States gold.

FISH SOUNDS.

During the year 1894, the export was \$9,848.89. During 1895 it fell to \$7,405.74, and in 1896 to \$6,883.96. In the year 1897, the export was \$10,420.50.

In the last few years, a large number of the laboring class had been occupied with railroad building and with municipal work on shore. The low prices of coffee were of course felt by all classes of the population, and no doubt above all by the Government of the State of Zulia, which received less revenue and was consequently prevented from employing so many of the laboring class. These are compelled to fall back on their former resource—catching fish for a living.

COCOA.

As the result of better means of transportation, the export of cocoa has greatly increased. While, during the year 1896, it amounted to \$8,487.49, United States gold, the calendar year 1897 shows the declared invoice value of \$19,651.20.

If the Penja Railroad is built, and it is more than probable that it will be taken in hand in a short time, there is no reason why the cocoa export should not be increased tenfold. The only drawback is inadequate communication with the Penja district, which produces the best cocoa of the world in abundance.

QUINA BARK.

As stated in former reports, the export of this valuable bark is but slight, last year amounting to \$486.06, and for the year just ending to \$850.38. The means of transportation from the mountains of the interior to the coast are primitive and expensive.

WOODS AND DIVI-DIVI.

Most of these articles are shipped direct to Europe in sailing vessels as return freight. The entire export of mahogany, boxwood, lancewood, and lignum vitæ to the United States did not reach the amount of \$5,000, while the export of divi-divi was but \$3,103.66.

COINED GOLD.

The export of coined gold to the United States, as per invoice, amounted to \$110,203.40. It is seldom that coined gold is forwarded from here to the United States. The opposite should be true, since seven or eight hundred thousand dollars on an average are annually sent in merchandise from this consular district.

This shows clearly that it is more convenient for local merchants to pay their liability abroad with coined gold than to buy and forward coffee from here while prices in this article are declining.

REMARKS.

Depression in the price of the main staple—coffee—seems to occur every eight or ten years; but should the price continue low for a long period, it must have serious consequences for the entire country. There is no money to-day in circulation—it is hoarded up or sent away; commerce stagnates; neither municipal nor state government is able to collect its former revenues, and can not make improvements and thus employ the laboring classes.

As I have above stated, these low coffee prices come periodically, and the people hope for better times under the new President, General Ignacio Andrade, who will take charge of the administration of the Republic on the 1st of March for the next four years.

The same can be said in regard to the Government of the State of Zulia, where Dr. Alexander Andrade has taken office as president for the same term.

The city of Maracaibo is slowly but steadily improving and extending in all directions. The best proof that there is prosperity is the improvement in private buildings, the modernizing of somber exteriors. Since

Maracaibo has irrigation from the brackish water of the lake, trees can be planted, and if they do not thrive, they at least exist.

For years, it has been planned to give this city of 50,000 inhabitants fresh, sweet drinking water, but nothing as yet has been accomplished.

The jail just finished is worthy of mention. The plan was made after the Tombs, in New York, on a smaller scale, by Dr. Louis Muñoz Febar, the son of the former president of Zulia, Dr. Jesus Muñoz Febar. To his administration, the city of Maracaibo owes many improvements; but among his best work must be mentioned the jail, the prisoners receiving the benefit of large space, cleanliness, and fresh air.

While other presidents would have spent the money of the State for statues or embellishment of the churches, President Muñoz Febar erected large schools, airy and healthy barracks for the soldiers, and a decent habitation for prisoners.

COUNTERFEIT MONEY.

Before closing, I beg to mention the clandestine introduction of falsified silver coins of Venezuela, from the dollar down to the bolivar and ten-cent pieces. I am informed by reliable sources that from \$50,000 to \$100,000 worth of falsified silver coins are introduced through this port every month. Of course, every coin has more real silver value than those actually introduced by the Government of Venezuela.

Gold coins of Venezuela or of the United States are seldom seen, and are at a premium of 6 or more per cent; but this new counterfeit coin is everywhere in circulation.

E. H. PLUMACHER, *Consul.*

MARACAIBO, *January 20, 1897.*

SUPPLEMENTARY REPORT.

I have the honor to forward inclosed the list of arrivals of vessels for the year 1897, amounting to a total of 78,397 tons, of which 51,766 tons were in American steamers under the American flag.

The only notable difference from former returns is the great decrease in arrivals of sailing vessels from European ports.

The stagnation of commerce, brought about by the low prices of coffee during the last year, accounts for the small orders of goods from Europe, and consequently, very few foreign sailing vessels have arrived. Those goods which absolutely were needed from European markets were forwarded by steamer in small quantities to Curaçao, or some Venezuelan port, and then sent by small coasting vessels, under Dutch or Venezuelan flag, to Maracaibo, instead of coming, as in former years, in whole shiploads direct to this port. Our coffee export trade from here to the island of Curaçao rests in the hands of the American Red "D" Line, which has steamers of light draft running regularly between this port and Curaçao.

Another small steamer of the same line carries passengers and freight between the Dutch island of Curaçao and the Venezuelan port of La Vela de Coro, in the State of Falcon, belonging to the jurisdiction of this consular district. As the wood and divi-divi trade between the United States and this port has been very limited during the last calendar year, we had only one United States sailing vessel in port. This brought a cargo of coal.

The navigation of the Lake of Maracaibo and its tributary rivers has steadily increased, and another American-built steamer has been added to the fleet used in the interior.

The facilities for passing the bar of Maracaibo and the inner or Tablazo bar are being improved by natural causes.

The landing of steamers in *encontrados* in the River Catatumbo is facilitated by good wharves in the port of La Ceiba, on Maracaibo lake, the terminus of the Ceiba Railroad. A strong, solid wharf is under construction, and will be open for commerce in a short time.

Here at Maracaibo, the new wharf and the landings for steamers and sailing vessels are completed.

The new custom-house, with its storeroom of immense capacity, is near completion, and will be occupied next month by the authorities. The new wharves and quays, the new custom-house and warehouses are a credit to the commercial bodies that have furnished the money to carry out these enterprises.

E. H. PLUMACHER, *Consul*.

MARACAIBO, *January 25, 1898.*

Arrival of vessels at Maracaibo during the year ended December 31, 1897.

Nationality.	Tonnage.	Steamers.	Barks.	Brigs.	Barkentines.	Schooners.	Total.
American	51,766	47	.....	.....	.....	1	48
German	1,000	.....	3	1	.....	.....	4
French	762	.....	2	1	.....	.....	3
Italian	120	.....	.....	1	.....	.....	1
Dutch	1,860	.....	1	.....	.....	20	21
English	340	.....	1	.....	.....	.....	1
Spanish	98	.....	.....	.....	.....	.....	1
Danish	2,250	.....	9	1	.....	1	10
Norwegian	970	.....	.....	.....	4	.....	4
Venezuelan	18,915	2	.....	.....	.....	187	189
Russian	236	.....	1	.....	.....	.....	1
Dominican	80	1	.....	.....	.....	.....	1
Total	78,897	50	17	4	4	209	284

SHIPMENTS OF COFFEE.

Under date of 22d of January, 1897, I forwarded my statistical report for the year 1896, believing that it was correct and reliable. During the first quarter of 1897, there were presented to this consulate invoices which should have been registered in the year 1896. Those invoices were presented by the large German house of Messrs. Brener, Moller & Co. of this city. Examining into the reason of the delay, I was informed that according to the policy of the New York custom-house, it was not necessary to present optional invoices, as these shipments had been originally destined for Europe and Canada; and that only later they determined to enter them for consumption into the United States.

The recapitulation for the first quarter ended March 31, 1897, shows 14,107,896 pounds, of a value of \$2,122,655.25 (United States gold), from which I had to deduct 4,313,175 pounds, at a value of \$680,829.96, which should have been reported in my statistical report of 1896.

Back invoices amounted to 27,131 bags, valued at \$776,998, for 1896; and 38,355 bags, worth \$977,214 in 1897.

E. H. PLUMACHER, *Consul*.

MARACAIBO, *November 20, 1897.*

PUERTO CABELLO.

I beg to inclose my report upon the commerce of this consular district for the fiscal year June 30, 1896, to June 30, 1897.

The statistics of imports are never made or published by this Government, but only the duties realized from each of the nine classes of the tariff.

I am indebted to the kindness of the custom-house officials and clerks for their aid in obtaining figures.

Value of declared exports from the consular district of Puerto Cabello to the United States from June 30, 1896, to June 30, 1897.

Articles.	Amount.	Value in United States gold.
Cedar logs		\$912.87
Coffee.....pounds..	4, 018, 826	563, 151.03
Cocoa.....do..	12, 977	2, 496.40
Cocoanuts		210.25
Deerskins.....pounds..	6, 291	897.40
Goatskins.....do..	65, 249	14, 895.01
Glue stock		40.97
Hides.....pounds..	679, 044	78, 491.21
Marble.....		145.56
Tonka beans.....		146.16
Turtles, alive.....		138.00
Total		661, 974.86

Merchandise imported from New York through the custom-house of Puerto Cabello from July 1, 1896, to June 30, 1897.

Articles.	Kilograms.	Pounds.
Flour	2, 468, 352	15, 440, 000
Kerosene.....	1, 182, 697	2, 620, 000
Lard.....	500, 118	1, 110, 000
Canned goods.....	424, 166	940, 000
Building materials.....	390, 343	860, 000
Cotton goods.....	315, 023	690, 000
Tools.....	220, 662	490, 000
Medicine.....	120, 595	270, 000
Dried vegetables.....	80, 650	180, 000
Ironware.....	58, 900	130, 000
Rope.....	68, 884	150, 000
Lumber.....	50, 980	120, 000
Spices.....	60, 180	140, 000
Paint.....	50, 773	120, 000
Rosin.....	50, 977	120, 000
Grains.....	24, 435	53, 000
Machinery.....	20, 669	45, 000
Fresh fruit.....	20, 829	45, 000
Carbolic acid.....	26, 240	58, 000
Earthenware.....	18, 377	40, 000
Butter.....	17, 866	38, 000
Books:		
Printed.....	600	1, 300
Blank.....	444	900
Leaf tobacco.....	5, 420	12, 000
Stationery.....	9, 017	19, 800
Leather.....	1, 040	2, 200
Wheat.....	5, 023	11, 500
Chewing tobacco.....	206	500
Wines and beer.....	804	1, 700
Plaster of paris.....	4, 031	9, 000
Bran.....	1, 800	3, 000
Brooms.....	24	50
Tobacco for cigarettes.....	410	900
Pasteboard.....	89	180
Coal.....	80, 697	170, 000
Marble slabs.....	3, 033	6, 500
Oakum.....	2, 500	5, 600
Hats.....	210	500

¹ In round numbers.

Merchandise imported from New York through the custom-house of Puerto Cabello from July 1, 1896, to June 30, 1897—Continued.

Articles.	Kilograms.	Pounds.
Furniture.....	4,816	9,000
Rye.....	410	900
Carpets.....	608	1,300
Musical instruments.....	40	80
Pictures, etc.....	80	170
Carriages.....	897	1,800
Sundries.....	200,365	440,000
Corks.....	450	1,000
Hops.....	60	120
Semola.....	5,010	1,100
Perfumery.....	3,008	6,600
Jewelry.....	2,050	4,100
Oats.....	3,050	6,600
Stearine.....	350	800
Cotton.....	8,420	18,000
Hay.....	6,500	14,000
Maltzena.....	1,850	4,000
Specie, gold.....	88	200
Live animals.....	3,420	7,000
Plants.....	75	170
Candies.....	800	1,800
Sole leather.....	50	110
Cigarette paper.....	620	1,300
Wicks.....	40	90
Total	6,580,081	14,000,000

The value of these goods, according to consular invoices, was, in United States gold, \$560,300; duties paid, \$317,300.

Imports from other countries from June, 1896, to June, 1897.

From—	Kilograms.	Value.
France.....	1,270,000	\$231,000
England.....	10,400,000	835,500
Germany.....	5,572,000	674,000
Holland.....	1,435,000	145,000
Spain.....	515,000	65,000
Italy.....	122,500	25,000
Belgium.....	11,800	2,200
Total	19,826,300	1,967,700

Total export from Puerto Cabello from July 1, 1896, to June 30, 1897.

Articles.	Kilograms.	Pounds.
Coffee.....	11,806,942	24,300,000
Cocoa.....	531,988	800,000
Hides.....	287,004	600,000
Goatskins.....	351,403	800,000
Deerskins.....	83,734	180,000
Quinia.....	50	110
Dividivi.....	105,000	230,000
Timber.....	280,000	600,000
Cocconuts.....	18,000	40,000
Horns.....	97,500	200,000
Cattle.....	165,000	360,000
Bananas.....	37,000	80,000
Raw sugar.....	70,000	150,000
Lime.....	110,000	240,000
Sundry small produce.....	115,000	250,000
Total	13,838,601	28,500,000

Value of said produce in United States gold, \$3,256,000.

*Tonnage of vessels entering this port from June 30, 1896, to June 30, 1897.**

	Tons.
English	99, 650
American	94, 500
French	72, 200
German	48, 500
Dutch	35, 000
Spanish	25, 000
Italian	27, 000
Swedish	3, 350
Norwegian	4, 780
Russian	5, 010
Total	415, 590

The above schedules will reasonably indicate the character and extent of the imports from and exports to the United States and other countries. The exhibit is not flattering to our manufacturers and evidences little, if any, advance in the export of our articles of manufacture. Lard, flour, kerosene, canned goods, and sundries (under which are classed barbed wire, cement, wheelbarrows, bicycles, biscuits, and crackers) constitute the great bulk of our exports, and, notwithstanding the large purchase of these items, we take but third rank in the import trade of this district, and this statement is applicable to the entire country.

As will be seen above, the United States exported to this port goods of the value of \$560,300, upon which duties to the amount of \$317,300 were paid, while during the same period, Europe sold \$1,967,700. The exports to the United States amounted to \$661,974.86, the small amount being entirely due to the low price of coffee.

In this connection, I may say, generally, France supplies wines, oils, vegetables, dry and fancy goods, etc.; England, cotton and linen goods, hardware, rice, coal, machinery, etc.; Germany, machinery, dry goods, rice, beer, iron, glassware, drugs, etc.; Holland, butter, cheese, stearine, etc.; Spain, wines, oils, and fancy articles; Belgium, hardware, glass, paper, books, etc. If the desire of our manufacturer to increase his trade is sincere, his methods to attain this end must undergo a radical change.

It has been constantly stated and printed that manufactured goods must comply with the requisites of the people of these countries. It is useless to attempt to ask them to change their habits and customs, generally induced by climatic or other considerations, simply to indulge their friendly feelings, by purchasing United States wares, without regard to suitability. Even if a change can be effected, our manufacturers must bear in mind that it can not be accomplished by simply sending a mass of printed matter in English, which few can understand, or requests to consuls, to solicit orders or correspondence. In the first place, it is a physical impossibility to comply with these numerous requests, and, in the second, a consul, "were he as wise as Solomon," does not possess the technical skill or information to point out the advantages the goods he is asked to represent possess over those of European make, uniformly in use for years past.

European manufacturers seem to know that tariffs of South American Republics are generally based upon various classes (in Venezuela there are nine), paying a specific duty upon gross weight—that is, the packing pays the same duty as the "class" of contents. With this in view, they manufacture their goods with as little extra weight as the class

* Same number of tons departed.

and quality of the goods require, and pay particular attention to the method of packing; whereas our merchant weights his already extra heavy goods with a needlessly heavy covering, thus increasing the cost of the goods; and even if they are originally cheaper than his competitors', this "last straw" precludes the possibility of his getting the trade.

Attention must be paid to the style, character, quality, width, and length of the goods, if "prints" or other dry goods. With machinery, though admittedly the best, foreign purchasers fear that carelessness in packing may prove costly, and also that failure to test the machinery before shipping will either require refitting here, at heavy expense, or cause delay in sending for new parts.

If we desire new business, we must instill confidence and give inducements to those whose trade we are anxious to divert into other channels. It is most discouraging to consuls to hear the just and unanswerable criticisms upon the business methods of Americans.

I am convinced, with the proximity of our ports to Venezuela, to say nothing of the ever-increasing friendly feeling and desire to trade with us, that a most marvelous change could be made in the character and amount of exports if proper methods were pursued. Send commercial travelers who not only speak Spanish, but understand the social as well as the business manners of the people; who are acquainted with the mechanism or manufacture of what they sell, so that they can point out wherein their wares differ and excel those they are trying to supplant, for it may be accepted as a fact that there are nowhere more astute merchants than in these countries, while the Venezuelan consumer, to a large extent, is an educated and refined individual, thoroughly familiar with Europe, her schools, colleges, business, styles, inventions, and progress generally, and his exquisite taste demands the best the world affords. English, French, and German houses understand these matters thoroughly, and their exports evidence more strongly than words the success their methods attain. Having alluded to these matters generally, let me comment upon the same more specifically.

DRY GOODS.

Nearly all the dry goods, consisting of prints, linen and cotton drills, and ducking, come from England and Germany, and fancy goods from France. Cotton goods imported from the United States are ducks, drills, sheetings, and a few prints, which, as a general thing, remain upon the shelves of merchants. Our manufacturer contends he can export the latter as cheaply as his European competitor, but we have little evidence to support this statement; yet I believe in his ability. To do so, however, he must change two essential features of his goods—width and quality—the former to conform to the custom and demand of the people, the latter to be manufactured with a view to Venezuelan currency. With this people, the merest fraction of a cent in retail price is a great desideratum— $2\frac{1}{2}$ cents upon the vara (33.384 inches) is the guiding factor of purchase at retail. Naturally, the merchant will buy that class of goods which pays him the best profit with the greatest ability to sell. For instance, a yard, the larger American measure, may be too poor to sell at 10 cents and too good to sell at $7\frac{1}{2}$ cents with profit, but may be superior to the $7\frac{1}{2}$ cents per vara of the English goods. The merchant purchases the latter at a less price in order to sell with ease and profit, and to relieve himself of a dilemma in which the American places him.

The poorer people do not want "a piece of wash goods;" they demand

something that pleases the eye and is new, purchasing a dress at such intervals as their purses permit—say every three or four weeks. The European manufacturer understands these conditions fully, and tells his customer, “I have manufactured this piece of goods so you can sell it at [stating the price in Venezuelan currency and measurement].”

Again, if a customer places an order for a small quantity—say twenty or twenty-five pieces—of an old design long since discarded, the English will print it, expecting to make up the loss which such a sale will naturally entail by future business. An American, on the other hand, will simply say, “I am out of that print. If you will place an order for several thousand pieces to justify the change of my machinery, I will print that old design for you; otherwise I can not.” Then, again, the American will arrange his cases with a certain number of pieces of various designs. He says, “Take the case as arranged by me, else I can not sell.” The Englishman lets the purchaser take what he requires.

Now, if the width and length were to conform to Venezuelan measurements, and the quality to her currency in which it is to be sold at retail, if our conservative designs were replaced by the more gaudy and pleasing ones, and all other seemingly minor but really essential details thoroughly understood and complied with, I have no doubt a most wonderful transformation would be observed, and a profitable trade opened to the first manufacturer who would devote his energies to meeting these suggestions. What is here stated applies with equal force to all the West Indies, and Central and South America.

BUTTER.

The following is the classification in the tariff upon butter:

Third class, No. 161, paying a duty of about 5 cents in United States gold per kilogram (=2.2 pounds): “Lard and butter, pure, with exclusion of all other mixtures.”

Fourth class, No. 259, paying a duty of about 15 cents per kilogram: “Lard mixed with other greases or fats, as also oleomargarine.”

Now, I can not too strongly urge the attempt to secure the control of the butter trade of this country, which is enormous.

From June 30, 1896, to June 30, 1897, there were imported into this port (Puerto Cabello) from the United States 17,866 kilograms (39,394 pounds), while during the same period the imports from Europe amounted to 83,276 kilograms (183,620 pounds). Danish butter is almost entirely used, constituting practically the entire import from that country, but, being shipped from Hamburg, figures as a German export.

Our butter possesses an extremely bad reputation. Merchants here contend that our good butter is too high for, and will not keep in, this market. The following prices paid for Danish butter will contradict this statement and show the falsity of both complaints:

Quantity.	Cost at Hamburg.	Cost laid down (duty, etc.)
	Pence.	Cents.
200 grams (half pound).....	8½	40
400 grams (1 pound).....	15½	38
800 grams (2 pounds).....	22½	38
4 pounds (English).....	15	.....
5 pounds (English).....	14½	37
7 pounds (English).....	14½	37
14 pounds (English).....	14	36½
28 pounds (English).....	13½	34½

This butter was packed in hermetically sealed tins of from half a pound to 25 pounds, as indicated, and was, so the merchants here claimed, unequaled (?) by that of any other country in the world. Its reputation was such that it passed the customs officers without that rigid inspection to which our butter was subjected. In fact, the class of butter and lard imported from the United States is mainly given the credit for the recent change of the law upon the subject, and the establishment of certain tests prescribed by the national laboratory. These tests, applied to certain Danish butters, heretofore above suspicion, disclosed an adulteration, which surprised and shocked the merchants as well as the people.

I am therefore confident, should some of our reliable brands enter into competition in the present chaotic state of the butter market, and successfully pass the first examination, the future ones would be greatly relaxed, thus securing for the article an immediate advertisement.

LARD.*

Forty-five cases of impure lard, invoiced as pure, have, within the last week, been confiscated. I know the officials of this Government are sincerely desirous to encourage the importation of our better products, and I have been personally assured within the week that brands which win their confidence may expect the most considerate treatment. It is such incidents that enable the European to create the impression that all our goods are of the same class, there being no United States houses to push them. To disclose the real trouble, our butter, for instance, for which the price paid is less than half that of Danish butter, is made the criterion of our production and a basis for comparison with others.

During the period mentioned, Puerto Cabello has imported 500,117 kilos (1,100,750 pounds) of lard, which indicates the extent of our trade in this product when the whole country is considered; but if the practice of selling adulterated food continues, we are apt to lose this trade, as the Government may finally surround the examinations with so many difficulties as to discourage the shipment of even our best and purest. Many merchants here are to blame for this deplorable state of trade, in attempting to get the cheapest stuff possible, while others, to compete with them, are compelled to purchase similar goods.

* Minister Loomis writes from Caracas, under date of September 30, 1897: "Since the revision of the Venezuelan tariff law (see Consular Reports, No. 205, October, 1897, p. 233), a condition of anxiety exists among United States shippers of lard and butter to this country, for the reason that, while the duty on pure hog lard and pure butter is fixed at 5 cents (United States), per kilogram (2.2046 pounds), the duty on lard or butter containing other fats or components is 15 cents per kilogram, and it was intimated that all lard and butter would be subjected to a chemical test upon its arrival in Venezuela. I have received a number of letters from New York firms engaged in the exportation of lard and butter, asking me to make earnest protest if the lard arriving by the *Venezuela*, the last steamer from New York, was seized, as was the case with that carried by the first boat that came from the United States after the application of the new regulations. It was intimated to the ministry of the treasury that if American lard which had been declared pure by the expert chemists in the Department of Agriculture was seized in Venezuela, it would stop the shipment of lard altogether, and so cause the loss of an important source of revenue to the Government here. The suggestion seems to have been effective for the time, at least, and the steamer *Venezuela* landed about 130,000 pounds of lard at La Guayra for this city, none of which has been detained. Some of it was examined by a chemist at the port of La Guayra, but I can not ascertain that any of it was analyzed by the Government chemist here."

The only way to come into contact with the reliable merchants here is either to send an experienced man or make some satisfactory arrangement with a good exporter of general provisions in New York. Letters to consuls and merchants will be futile. The one can not recommend, nor will the other "buy a cat in the bag," with his past experience.

Violations of the law—invoicing impure (fourth class) as pure (third class)—not only cause confiscation of the goods, but a penalty of double the amount of duties assessed under the fourth class.

The following are some of the tests prescribed by the national laboratory:

- (1) Absorption of iodine (index of Hubl.), referring to the total oily acids of 52 to 69 per cent, or referring to the neutral substances which are obtained by multiplying the former numbers by 0.955.
- (2) Index of saponification (Köttstorfer) in milligrams of potash (KOH) of 190.7 to 205 or its equivalent of 294.14 to 272.64.
- (3) Index of Reichert-Meißl-Wolny (R. M. W.): of 0.4 to 0.6.
- (4) Point of turbidez, of 24, 1° to 28.7°.
- (5) Reaction of Becchi-Millian y reaction of Welmaus; negatives.
- (6) Sulphuric saponification (index of Maumene): absolute, 25.1° to 33.2°; relative, 69.8° a 93°.
- (7) Saturation of 1 gram of oily acids in cubic centimeters of soda (NaOH), normal of 3.58 to 3.68.
- (8) Fusion point of the fat acids, 37.5° to 45.8°.
- (9) Point of solidification of same, 34° to 42.7°.
- (10) Fusion point of the neutral substance, 28° to 35.6°.
- (11) Point of solidification of same, 34° to 32.6°.
- (12) Nitrous vapors (Carilletet); solid masses.
- (13) Density to + 75° taken with Mohrs' scales 0.913 to 0.916.

With regard to butter, the reactions are:

- (1) Index of Köttstorfer—in milligrams of potash (KOH)—220 to 243, or, in equivalent, —255 to 230.
- (2) Index of R. M. W.: 26 to 32.
- (3) Index of Hübl.: 26 to 35.5.
- (4) Index of Hehner: 85 to 89.
- (5) Point of solidification of the fat acids: 38° to 40°.

CUTLERY, GLASS AND EARTHEN WARE, TOOLS, ETC.

I must again call attention to these articles, believing that our trade can be largely increased. A medium and ordinary grade of tools—files, saws, chisels, hatchets or axes, hammers, and especially the machete—will find readier sale than the highest grade. In my report, published in Consular Reports No. 184 (January, 1896), I have fully described the machete and the desirability of winning the market in this line.

TOBACCO, BROOMS, COAL, ETC.

The importation of chewing tobacco was formerly prohibited, but, though this restriction has been removed, the high tariff on all tobacco is apt to interfere with large importations, and will greatly encourage the present extensive native cultivation and manufacture of all kinds of tobacco. The quality grown is of a very high grade, and, with an increased knowledge as to the labor and the system of curing, may soon become an item of export.

In former years, Venezuela imported our brooms, marble, and various other articles of this character. These sales have been supplanted by

native industries. The discovery of a magnificent quality of marble about 6 miles from Puerto Cabello, and the erection of a plant (costing over \$50,000) for its development has practically destroyed our exportations. The company is turning out some fine work, which is becoming widely known.

Coal imported from England is used almost entirely by the railroads, these being, with one exception (Valencia and Caracas Railroad) English. A strong effort is being made to introduce Pocahontas coal, with many chances of success.

LEATHER AND STEARIN.

Leather is another highly protected industry, and native tanneries have exclusive control of the sole-leather trade. Imported uppers mainly come from France and Germany. We secure a small share of the trade, but with proper push, could secure a larger amount.

Stearin is imported from Amsterdam. It is used in the manufacture of candles, one of the chief industries of the country, and is protected.

BEER.

Beer, in large quantities, was formerly imported from the United States, England, and Germany. The establishment of breweries at Caracas, Puerto Cabello, and Maracaibo, will soon reduce these imports to a merely nominal figure. The plant at Puerto Cabello is a fine structure with the most improved machinery, having a capacity of 100 hectoliters (2,642 gallons) in twenty-four hours. At the present time, it is turning out about one-third of its capacity, and though in operation only about seven months, is making an excellent quality of beer. The plant cost about \$200,000 and the company has an additional large working capital. Its shares are held entirely by German capitalists.

BANKS, EXCHANGE, CURRENCY, ETC.

As I have heretofore stated in the report alluded to above, our trade with this country is greatly hampered by the absence of United States houses, banks, etc. It is almost needless to say that all large houses have their American connections, but it is obvious that this does not supply the place of intercommunication between houses in the United States and branches here. Patriotic motives, implicit confidence, rapid business transactions, outlets for capital, the diversion of trade in quickly offering better terms when the chance is presented, are the essential factors to secure the trade. Americans here, partners of those at home, are the most natural channels to make our people realize the benefits that may accrue by being kept in sympathy and touch with everything that transpires here. United States conceptions of business should be modified and combined with an intimate knowledge of the conditions that surround trade in this country.

One of our greatest trading difficulties might thus be more fully understood, generally advertised, and acquiesced in. I refer to the system of giving six, nine, or even twelve months' credit to enable the merchant to realize at "crop time." Banks being limited, and none at all existing in some places, merchants are at the mercy of money lenders if they must pay their bills in sixty or ninety days, as with us, which means interest at the rate of 1 or 1½ per cent per month, and not infrequently more. Rates of exchange which, though seldom burdensome, sometimes reach an unreasonably high figure, could thus be more readily

controlled. The currency is practically upon a gold basis, silver and gold being interchangeable. The issuance of paper money by the Government being still inhibited, the only notes that circulate are those of the Bank of Venezuela and Bank of Caracas, confined to local use, but preferred in ordinary transactions to gold, on account of convenience and the high credit of the banks.

The gold coins of the country are 20, 25, and 100 bolivars; silver, one-fourth bolivar, one-half bolivar, 1, 2, 2½, and 5 bolivars. The value of a bolivar in our currency is 19.3 cents.

PUEBTO CABELLO HARBOR ACCOMMODATIONS.

The new wharf, upon which two years of hard labor was bestowed, has just been completed. It possesses a frontage of 1,500 feet proper, while at least 500 feet more can be readily utilized, making it practically 2,000 feet long. The custom-house and sheds adjoin the wharf and are conveniently arranged for the transaction of official business and loading and unloading vessels. The picturesque scenes which surround this port, the entrance to the harbor, and these late improvements present a charming sight and elicit the admiration of the stranger.

The wharf is constructed of iron and cement in tasteful design. The water is 26 feet deep alongside.

Water supply.—The water mains of the city run its entire length, enabling four or five steamers to take water at the same time. The natural pressure is sufficient for sailing vessels to fill their tanks. Its quality is recognized as superior to any in the West Indies or on this coast, and is preferred by masters of ships to that of any other place in this vicinity. The water tax is 1 bolivar per registered ton up to 500 tons. Vessels in excess of this tonnage pay only this maximum, amounting to about \$80 of our money. This payment entitles vessels to take water again on their homeward trip. The water tax is imposed without regard to taking water.

Shipping charges.—With the exception of the water dues, vessels are exempt from all heavy port charges, the following constituting all dues: Translation of manifest, \$4; stamps and stamped paper for clearance, \$2; interpreter's fee, \$4; doctor's visit, \$2.50.

Light-house.—The light-house at Punta Brava, about 1 mile north of the harbor, is at present using an ordinary ship's lamp, but the electric lights at the wharf, sometimes seen at a distance of 30 miles at sea, furnish the mariner with a certain guide to port.

Harbor.—The harbor is 325 feet wide at its narrowest point and from 26 to 60 feet deep. The entrance to the harbor lies within a landlocked bay about 30 miles wide, with a depth of 60 to 100 feet at the most desirable points of anchorage. The bay is at all times gentle and placid, and storms or wrecks are unknown.

The tides are very low, the neap tide being 14 inches and flood tide 27 to 28 inches. The figures given here contradict those published in the September (1897) issue of the CONSULAR REPORTS, but are absolutely correct. The level of the water is usually about 4 feet lower than the wharf and only in November and December is the flood tide 28 inches. Were the published figures correct, the wharf and town would be about 10 feet under water.

The loading and unloading of cargoes are accomplished with great rapidity, due to the skill and training of the longshoremen.

With this brief description of the harbor, wharf, etc., it will be seen that Puerto Cabello possesses unusual shipping facilities.

CARACAS SAMPLE WAREHOUSE.

As is generally known, this warehouse is to be established under a special concession of the Government of Venezuela to the National Association of Manufacturers, of Philadelphia. Its object primarily is to enable merchants and manufacturers to exhibit their goods under most favorable conditions, and the terms under which their samples for exhibition are permitted to enter the country are most advantageous. Among others, may be mentioned exemption from the payment of duty. Space is to be allotted to exhibitors for the tasteful display of their wares, for which a small fee is to be charged. Should this become an accomplished fact, the results will justify the oft-given advice of consuls—to bring seller and buyer into closer contact.

Its usefulness will at first be confined to the large and rich territory contributory to Caracas, which uses the best and highest grade of goods, but its fame and benefit will no doubt induce merchants from the central and western portions of the Republic to inspect it. The actual sight of the goods or manufactures, comparison with similar articles upon the spot, the interchange of opinion between United States representatives and Venezuelan merchants with regard to minor details of purchases, must prove instructive and profitable to both, and disabuse their minds of serious misconceptions. The Government is doing its utmost to encourage the undertaking, while the friendly feeling of the natives for everything American will certainly induce them to exert their influence to crown the efforts of its projectors with success.

Space forbids a detailed explanation of this worthy enterprise, and I recommend those interested in the export trade to write to the National Association of Manufacturers at Philadelphia for fuller explanations.*

CABLE, TELEGRAPH, AND RAILROAD SERVICE.

The recent completion of the cable line from here to La Guayra, thence via Curaçao, Haiti, etc., to New York, has proven of infinite service to the merchants of Puerto Cabello. Formerly, messages passed over the national telegraph lines to Caracas and thence to La Guayra, often causing delay of many hours, not infrequently days, and sometimes giving imperfect service. The present reliability of the cable has been productive of more frequent use, and orders to New York for goods have increased. It is believed that the service from Coro will be in operation shortly.

As heretofore reported, the telegraph system of the country is owned and controlled by the National Government and connects the various smaller places which can not be reached by rail or other rapid communication with Caracas. This, in a large measure, avoids the evil consequences of the poor mail facilities. The rate charged for messages is much less than in the United States, and it can be used in cases of urgency without being a heavy burden. The old railroad schedule between Puerto Cabello and Valencia will be restored in a few days, giving two passenger trains daily, that of the morning, as now, connecting with the Caracas and Valencia Railroad and arriving in Caracas at 5.30 p. m.

NEW WATER ROUTES, ETC.

The Tocuyo Navigation Company, a United States enterprise recently organized for the purpose of exploring the river of that name, will, I think, meet with success. I am not prepared to give the detailed plans of the company. Its general objects are to colonize the rich lands

* For an account of opening of warehouse, see Advance Sheets of Consular Reports No. 90, April 18, 1898.

along the river banks for the cultivation of cocoa, tobacco, and bananas, and, in the higher altitudes, corn, coffee, etc., and to bring the larger and smaller towns up the river into closer business communication with Puerto Cabello. They have heretofore labored under great disadvantages in getting their less valuable freight to market. They have one good-sized steamer with a large number of laborers at work cleaning out the river. I hope, in opening up this section of the country, the company will be instrumental in introducing United States goods. During the last few weeks, the lake of Valencia has been navigated by a small steamer in connection with the German railroad. The lake is 22 miles long and 10 miles wide. As the railroad skirts the lake only on one side, this new arrangement will bring all the towns situated on it into closer communication and enable them to send their freight to the stations by a less circuitous, cheaper, and more rapid route.

Along all the waterways of Venezuela, many valuable woods abound in their virgin growth, among them cedar, mahogany, vera, etc., which justify investment, after judicious investigations, on the part of the capitalist and lumberman.

OPPORTUNITIES FOR AMERICANS IN VENEZUELA.

So much attention having been recently given Venezuela, her richness and resources having been dilated upon in print and in private letters, it is but natural that every mail should bring many inquiries and requests for information. To answer all personally would be a severe task. Mechanics, lawyers, physicians, dentists, laborers, accountants—all confess their inability to speak Spanish, but according to their belief, could “learn to speak it in six months.”

In the case of skilled mechanics, I must say that this country affords little encouragement. There are few industries, and these are supplied with Spanish-speaking workmen. To come here without a contract with a responsible party and some funds invites misery and suffering of the worst kind. I have relieved abject want as best I could, because the individual had come here “trusting to luck to get a job.” Once stranded, it is difficult to get away, and the consequence is that an excellent mechanic of former honorable character has, from force of circumstances, turned tramp.

Doctors and dentists must pass an examination, and often six months elapse before they reach the examining board. Even if they possess an unusual aptitude to acquire the Spanish language and are possessed of much professional knowledge and skill, they must also have patience and fortitude to win the confidence of the people. This would require time and money. Furthermore, the country is well supplied with able and distinguished physicians.

The practice of law is so different from ours, the language so rich and susceptible of so many meanings, that I doubt if a foreign lawyer could acquire command of it sufficiently to practice his profession.

In the case of accountants, great difficulties present themselves. As stated in my previous reports, the trade of the country is largely in the hands of the Germans, whose chiefs, as a rule, reside in Germany. These recruit their forces with young men whom they personally know, speaking English, French, and Spanish in addition to their native tongue. They are thoroughly trained for the position, their advancement is sure, and hence they enter the business with personal interest and enthusiasm. Houses of all nationalities are not only imbued with the patriotic feeling that prompts them to buy “at home,” all things being equal, but, for like considerations, prefer to engage their countrymen for

vacant positions. Even if our young accountant possesses all the requisite qualifications, it is extremely hazardous to come here simply "trusting to luck to secure a position"—something I strongly advise against. If he can arrange for employment before coming and has a little money in reserve for contingencies, his opportunities to advance in life are very great, dependent then solely upon his individual character and ability.

Unskilled labor is not wanted, and those whose only possessions are "a willingness to work at anything" had better remain at home.

There is, however, one class of Americans who could succeed in this country, namely, farmers, but even they, like the birds, would have to flock together. A single family would hardly succeed. A colony, small or large, industrious and thrifty, could soon acquire a knowledge of the manner in which the various crops are raised in this country and those most suitable for the various altitudes—cocoa, cocoanuts, bananas, etc., for the lowest; corn, coffee, etc., for the temperate zone; wheat, etc., for the highest, while raising cattle, making butter, etc., would certainly prove profitable. Though the Government would, in all probability, give the land, it is well to bear in mind that each family would require funds to put the farm in condition and to live upon waiting first returns. Colonizers and strangers without proper recommendations are to be avoided.

These details fully understood and considered, the climatic and other conditions which the newcomer would encounter are such as would make the undertaking extremely pleasant. There are many ideal spots for such colonies along river banks and in the valleys, in the midst of beautiful tropical vegetation, surrounded by high mountains and picturesque scenery, the natural heat of the coast tempered by the constantly prevailing cool trade winds, while the higher altitudes of the mountains are always pleasant. The effect is almost that of perpetual spring. The virgin richness of the soil seems to beg for attention and cultivation, and would, with little difficulty, yield three crops of corn and three of tobacco each year, with a ready market here and abroad. All this appeals to me as the one thing I can conscientiously commend and know the Government is desirous to encourage.

I would impress everyone coming to this country that the cost of living is very high. Nearly all manufactured articles are imported, as well as the main articles of daily consumption, such as flour, lard, butter, potatoes, rice, etc. It is true these people are devoted to agriculture, but they cultivate only products that grow readily in this country. The transportation facilities are so crude over the mountains, where wheat is raised, that the cost of bringing it milled to the coast would be greater than importing and paying the high duty on flour.

A large immigration and development of the country would remove many of the difficulties that beset the people. Space is too limited to further dwell upon this subject.

GOLD DISCOVERY.

Within 30 miles of Puerto Cabello "as the crow flies," discoveries of fine gold quartz have recently been made, the reports of which are gradually creeping into print here and in the United States. I consider it wise to caution against a rush of immigrants or gold seekers ignorant of the law, language, habits, and customs of the country. Those in control of the discoveries are honorable men of high standing in the commercial world, and I am sure have kept their information to themselves for the purpose of preventing such a calamity as must ensue, if

large numbers come to this country unprepared and without money. I am acquainted with all of these—intimately with some—who control these mines, and the Department may rest assured I shall not fail to give a true and early account of the developments.

SAMUEL PROSKAUER, *Consul*.

PUERTO CABELLO, October 14, 1897.

Exports declared for the United States at the several consular offices in Venezuela during the year ended June 30, 1897.

MARACAIBO.

Articles.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Coffee	\$1,883,809.76	\$1,959,269.09	\$2,122,655.25	\$1,527,157.12	\$7,492,891.82
Hides	13,624.25	14,619.82	8,992.61	21,658.82	58,895.50
Skins	2,412.08	2,692.00	3,442.65	4,902.90	13,449.63
Cocoa	3,330.80	195.65	2,158.83	1,591.56	7,276.84
Fish sounds	848.46	957.66	3,712.58	1,626.18	7,144.83
Cedar wood	11,998.40	2,917.15	488.48	.....	15,404.03
Quinia	95.70	.....	.....	.....	95.70
Wool .....	.....	261.30	791.75	363.42	1,416.07
Balsam copaiba .....	.....	451.54	2,419.30	630.36	3,501.20
Boxwood .....	.....	2,610.65	495.30	.....	3,105.95
Machinery .....	.....	1,542.10	.....	.....	1,542.10
Feathers .....	.....	11.54	.....	.....	11.54
Sugar .....	.....	19.40	.....	.....	19.40
Indian dresses .....	.....	.....	20.00	.....	20.00
American gold coins	26,153.85	.....	.....	38,163.73	64,317.58
Lignum-vite .....	.....	.....	.....	30.76	30.76
Total	1,942,273.30	1,985,548.50	2,145,140.35	1,596,144.80	7,669,106.95

PUERTO CABELLO.

Cedar logs	\$350.09	.....	\$553.78	.....	\$912.87
Coffee	97,125.75	\$72,507.88	369,257.48	\$24,259.94	563,151.03
Cocoa	1,776.77	.....	584.63	585.00	2,946.40
Cocoonuts	55.68	.....	.....	154.57	210.25
Deerskins	104.80	348.65	220.30	223.65	897.40
Goatskins	6,089.16	3,866.62	2,439.00	3,000.23	14,895.01
Glue stock	40.97	.....	.....	.....	40.97
Hides	5,261.12	20,908.50	23,196.25	29,125.34	78,491.21
Marble	145.56	.....	.....	.....	145.56
Tonka beans	146.56	.....	.....	.....	146.16
Turtle (alive) .....	.....	.....	138.00	.....	138.00
Total	111,105.06	97,131.63	396,389.44	57,348.73	661,974.86

RECAPITULATION.

Carupano	\$25,852.95	\$17,707.84	\$17,319.22	\$31,635.75	\$92,515.76
Ciudad Bolivar ¹ .....	.....	.....	.....	.....	.....
Coro	85,305.06	36,687.51	78,192.18	88,002.26	288,187.01
Lagunayra	236,000.00	636,800.00	37,022.80	35,659.87	145,282.67
Maracaibo	1,942,273.30	1,985,548.50	2,145,140.35	1,596,144.80	7,669,106.95
Puerto Cabello	111,105.06	97,131.63	396,389.44	57,348.73	661,974.86
Total	2,200,536.37	2,173,675.48	2,674,063.99	1,808,791.41	8,857,067.25

¹ During the quarter, there have been shipped from this port to the United States, under forty-three consular invoices, hides, rubber, and other produce to the declared value of \$230,884.85 in forty-three States gold, to which should be added \$300,000, the value of about 400,000 pounds of tonka beans, sent to Trinidad for preparation before shipment to the United States. The beans, produce of this consular district, are mostly prepared at that island on account of the low price there of rum, the principal ingredient in their preparation. Besides these 400,000 pounds, about 10,000 more have been shipped directly to New York. The whole of the crop of tonka beans always goes to the United States, there being no market for them in Europe. Of oxhides and deer and goat skins, the larger part also goes to the United States, with some of the other products of this district, viz, balsam, sinaruba, coffee, rubber, etc. The exports of plumes, or heron feathers, which amount to about \$200,000 in value, are nearly equally divided between Europe and the United States.

² Estimated in the absence of returns.

Value of declared exports from the consular district of Maracaibo to the United States during the year ended December 31, 1897.

Articles.	Pounds.	Value in United States gold.
Coffee	52,503,520	\$509,093.16
Hides	652,398	72,850.00
Skins	70,352	14,986.88
Balsam copaiba	23,026	8,239.50
Fish sounds	49,452	10,420.50
Cocoa	94,458	19,651.20
Wool	24,844	1,597.90
Cedar wood	302,000	3,400.10
Boxwood	60,000	495.31
Indian dresses	16	20.00
Lignum-vitæ	10,000	90.76
Returned machinery	6,564	235.40
Coined gold	286	110,203.40
Quinia bark	5,832	850.38
Heron plumes	124	894.50
Mahogany	46 logs	446.16
Lancewood	125 logs	96.16
Divi-divi	201,788	3,108.06
Total		817,315.49

ASIA.

ADEN.

I have the honor of transmitting herewith two statements, one showing the total import and export trade of Aden and the other showing the value of goods and merchandise imported into this place from the United States, both of these statements being for the year 1896-97.

The total value of the export and import trade of Aden by sea and land for the official year 1896-97 was as follows:

Merchandise and treasure.	Imports.	Exports.
By sea	\$14, 755, 981. 40	\$11, 758, 309. 20
By land	826, 536. 60	765, 175. 20
Total	15, 682, 467. 00	12, 523, 484. 40

Total value of imports and exports, \$28,205,951.40.

Quantity and value of merchandise imported into Aden from the United States from April 1, 1896, to March 31, 1897.

Articles.	Quantity.	Value.
Apparel		\$80. 00
Books and printed matter	4	51. 00
Cabinetware and furniture		120. 00
Carriages		2, 700. 00
Bicycles		1, 920. 00
Clocks and watches	119	255. 00
Cotton, manufactured and other		15. 00
Drugs and medicines		10. 80
Glass beads	14	174. 00
Hardware		225. 00
Sewing machines	5	75. 00
Instruments, scientific		15. 00
Spirits	6	24. 00
Machinery and millworks		45. 00
Perfumery		2, 128. 50
Provisions	36	360. 00
Confectionery	2	30. 00
Stationery		15. 00
Tobacco, manufactured	1, 196	240. 00
American gray shirtings	15, 863, 600	826, 656. 10
Kerosene oil	536, 724	75, 858. 90
Total		910, 977. 80

The regular annual trade return for this port for the year 1896-97 has not yet been issued, and the registrar of trade has kindly furnished me with all data herein contained. The increase of volume of business this year over 1895-96 has been very marked indeed, for during the year 1895-96, the total import and export trade amounted

to \$20,865,250, while for the year 1896-97, the total trade amounts to \$28,205,951.40.

The import trade from the United States shows an even greater increase. The total imports from the United States for 1895-96 amounted to \$522,189.41, while for this year, they amount to \$910,977.30. This increase is principally in two articles, cotton goods and petroleum, and in order to show the surprising gain, I will state the number of yards and gallons of each, with their respective prices.

For the year 1895-96, there were imported of cotton goods, under the heading "American gray shirtings," 11,467,025 yards, at a value of \$482,826.50, and for the same year, there was imported petroleum to the amount of 265,000 gallons, at a cost of \$32,969.20. This year there were imported 15,863,600 yards of American gray shirtings, at a value of \$826,655.10, and of petroleum 536,724 gallons, value \$75,858.90. Not only is there an increase in amount over last year, but there were several different kinds of articles imported this year that are not on the list of 1895-96. There were only 10 different classes of articles imported last year, while for the year 1896-97, there were 21 different classes. The following are some of the articles that do not appear in the list of 1895-96: Twenty-four bicycles, at a value of \$1,920; 119 watches and clocks, at a value of \$255; 14 hundredweight of glass beads, value \$174, and perfumery to the value of \$2,128.50.

The exports to the United States for the year 1896-97 show a decrease from those of 1895-96, as the following figures will show: The total value of exports for this year is \$1,458,952.34, while for the year 1895-96, it was \$1,609,825.84, a falling off of \$150,873.50. The item of coffee shows the greatest shrinkage, for during the year 1895-96, coffee worth \$916,110.66 was exported to the United States, while for this year, but \$772,690.93 was exported to the United States. This falling off in the export of coffee is supposed to be on account of the immense coffee crop in Brazil last year, which to a certain extent disorganized the prices at this place.

W. W. MASTERSON, *Consul*.

ADEN, *August 9, 1897.*

SUPPLEMENTARY REPORT.

SHIPPING.

I have the honor of herewith inclosing four statements, which give the shipping of Aden and Perim and also show the Red Sea and Suez Canal traffic for the years 1895-96 and 1896-97. These statements should have been sent at the time the annual trade report of Aden was made in July, but at that time, these figures had not been prepared by the Indian Government.

It will be seen from the first table that there was a decrease of 50, or 3.98 per cent, in the number, and in the net registered tonnage of 16,471, or 0.68 per cent, of merchant steamships that entered the port during the year 1896-97. This was due to less communication with western India, owing to the plague. There was also a decrease in the number of native craft of 33, or 2.19 per cent, with a corresponding decrease in the tonnage of 2,894 tons, or 5.97 per cent, due to the same cause.

Out of the total number of vessels entering the port during this

year, 813 called to discharge or ship cargo, 323 to take coal, 41 to discharge coal, 27 for provisions and water, 24 to receive or land mail, 3 to land or ship passengers, 6 for medical attendance or to land sick men, 3 for repairs, 3 for bills of health, 6 for orders, and 7 to tow lighters.

The next statement shows the total number and tonnage of British, Indian, and foreign merchant vessels that called at the port during the past two years, together with a comparison of the totals of these periods.

The third table gives the nationality of the vessels that called at Aden during the past two years.

The number of steamships that visited the Island of Perim to discharge or take coal was 439, against 472 during the previous year, or a decrease of 33 vessels or 7.51 per cent.

The Suez Canal traffic decreased by 256 vessels, or 7.87 per cent. The number of vessels that passed through the canal during the year was 3,250, against 3,506 the previous year.

While this report was originally intended to give statistics only for this year, a better general idea of the shipping of Aden can be gotten by comparing the past two years, and for this reason, I have given the statistics for the year 1895-96 with those for the year 1896-97.

W. W. MASTERSON, *Consul*.

ADEN, *December 29, 1897.*

Number and tonnage of vessels that entered and cleared from the port of Aden.

Description.	1895-96.		1896-97.		Decrease.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Entered:						
Steam.....	1,306	2,432,737	1,256	2,416,266	50	16,471
Country (native) craft.....	1,536	51,318	1,503	48,424	33	2,894
Total.....	2,842	2,484,055	2,759	2,464,690	83	19,365
Cleared:						
Steam.....	1,304	2,431,035	1,256	2,414,437	48	16,598
Country (native) craft.....	1,560	53,009	1,442	46,856	118	6,153
Total.....	2,864	2,484,044	2,698	2,461,293	166	22,751

Number and tonnage of British, British Indian, and foreign vessels that entered and cleared from the port of Aden.

Description.	1895-96.		1896-97.		Increase (+) or decrease (-).	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Entered:						
British.....	727	1,396,649	738	1,437,378	+11	40,729
British Indian.....	118	88,222	93	74,875	-25	13,847
Foreign.....	461	947,866	425	904,513	-36	43,353
Total.....	1,306	2,432,737	1,256	2,416,266	-50	16,471
Cleared:						
British.....	726	1,394,217	742	1,445,216	+16	50,999
British Indian.....	117	88,862	93	73,291	-24	15,661
Foreign.....	461	947,866	421	866,930	-40	51,936
Total.....	1,304	2,431,035	1,256	2,414,437	-48	16,598

Nationality of vessels that entered Aden during the past two years.

Nationality.	1896-96.	1896-97.	Nationality.	1896-96.	1896-97.
British	727	738	Russian	23	28
British Indian	118	93	Spanish	20	49
Austrian	52	54	Turkish and Egyptian	22	15
Dutch	27	20	Arabian	4	8
French	128	88	Japanese	-----	2
German	90	89			
Italian	80	72	Total	1,306	1,256
Norwegian	7	5			

Statement showing the Suez Canal traffic.

Month.	Vessels passed through Suez Canal.		Vessels did not pass Straits of Bab el Mandeb.		Government vessels passed through Suez Canal.		Merchant vessels passed port of Aden.		Merchant vessels called at Aden and Perim.			
									1896-96.		1896-97.	
	1896-96	1896-97	1896-96	1896-97	1896-96	1896-97	1896-96	1896-97	Aden.	Perim.	Aden.	Perim.
1896.												
April	237	304	31	31	33	6	213	196	112	38	118	37
May	239	340	31	58	24	10	172	208	118	41	114	35
June	280	299	21	58	6	12	176	184	108	45	120	46
July	309	248	32	33	11	2	187	143	124	70	113	44
August	228	249	20	22	3	3	188	158	109	50	111	43
September	269	360	18	26	14	2	174	156	103	38	124	39
October	276	294	27	25	16	13	165	175	116	33	96	30
November	252	232	19	29	12	5	155	159	109	29	94	28
December	284	273	27	21	33	5	183	179	84	43	101	37
1897.												
January	291	262	40	21	34	4	187	188	94	33	79	24
February	276	228	43	14	37	7	180	156	101	21	85	41
March	375	293	77	24	34	13	213	194	128	31	102	35
Total	3,506	3,250	396	362	259	82	2,173	2,044	1,306	472	1,256	439

Value of exports declared for the United States at Aden during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Aloes	\$237.00				\$237.00
Coffee	91,205.30	\$186,816.45	\$314,567.47	\$180,101.71	772,690.93
Curiosities	12,000.00			87.75	12,087.75
Carpets	83.98		76.05	28.80	138.78
Civet			1,823.60	489.96	2,316.56
Eggs (ostrich)	4.21				4.21
Feathers (ostrich)	25.04		86.02	29.25	92.31
Gum benzoine	26.73				26.73
Gum myrrh		331.23			331.23
Gum arabic			182.81		182.81
Glass			6.00		6.00
Honey			1.81		1.81
Skins	115,252.88	180,236.61	187,632.62	170,364.83	653,487.14
Shells (mother of pearl)		2,461.00		14,568.50	17,029.50
Wool			294.58		294.58
Total	218,785.09	369,845.29	504,620.16	365,965.80	1,458,956.34

BRITISH INDIA.

CALCUTTA.

In compliance with circular of August 10, 1897, I have the honor to make the following report on the trade and commerce of British India, including this consular district, for the year ending March 31, 1897. The reason for making the report for this period is that the fiscal year of India ends March 31, and the Review of the Trade of India, by the director-general of statistics to the Government, is the only reliable data upon which to base a report. I will say, however, that the trade for the next quarter, ending June 30, 1897, would be relatively the same as that of the preceding year, as practically the same conditions prevailed.

It will be well to make a few preliminary remarks showing some of the disadvantages to which the trade of India has been subjected during the period under review.

The failure of the southwest monsoon of last year to give sufficient rain to produce the usual crops, especially of food grains, resulted in a widespread famine, covering several provinces, so that it became necessary to supply food, either by the Government or by charitable contributions, to more than 5,000,000 of people; but while the famine was one of the worst of any in the history of India, the present extended railway facilities enabled supplies to be forwarded promptly to the more remote districts, thus saving the lives of millions who would otherwise have died from starvation.

In addition to the famine were the cholera and plague, in epidemic form, in the Bombay district, beginning last October, that paralyzed trade and commerce for many months at that important shipping port.

Then came the earthquake the 12th of last June, covering in its results an area of country of 1,000 miles of latitude and 1,500 miles of longitude, which not only caused great destruction of property, but disturbed the commerce of the country.

Besides these calamities of famine, pestilence, and earthquake, may be mentioned the expensive war with the hill tribes on the Afghan frontier, there being now not less than 50,000 mobilized troops in the field, which will add greatly to the expenses of the Government, to be provided for by taxation of the people, and will interfere with the labor in some of the great agricultural districts, especially the Punjab, Northwestern Provinces, and Oudh, where the wheat of India is principally produced. This may reduce the acreage sown, and the surplus of wheat to be exported and to come into competition in the markets of Europe with the surplus crop of the United States will be smaller.

Below I give as concise a statement as possible of the trade and commerce with the various foreign countries, to enable an intelligent survey to be made of industrial activity and the general tendency of trade, and the increase or decrease of the more important lines of import and export, especially such as enter into the trade of the United States.

CURRENCY AND FINANCE.

The standard of value throughout India is the silver rupee; weight, 180 grains troy; fineness, eleven-twelfths; 165 grains silver, 15 grains alloy. Its sterling value at to-day's demand rate of exchange on London is 1s. 3½d., and its value in gold, as determined by the Director

of the Mint of the United States, is 21.1 cents. This report is based upon the exchange value of the rupee to-day, which is 31 cents. The total amount of money in circulation is about \$513,000,000, as follows: Paper currency notes \$35,000,000, and silver coin \$428,000,000. The mints were closed in 1893, and since that time, there have been no rupees coined, but before that, anyone could take silver to the mints and have it coined into rupees with a nominal charge for coinage. From the best information obtainable, the merchants and large dealers in the products of the country would favor the reopening of the mints, which would enable them to buy silver at the present low price, have it coined into rupees, and use them in their business greatly to their advantage, and the ryots (small farmers) and wage-earners would be the sufferers, as is always the case in a country having a debased or depreciating currency.

COMMERCE.

The imports and exports of the year are given below in comparison with those of the preceding four years:

IMPORTS.

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.
Merchandise	\$194,075,509	\$229,266,668	\$217,519,057	\$214,880,824	\$222,945,560
Gold	5,523,545	9,754,543	5,444,488	15,560,733	13,822,554
Silver	47,210,865	47,364,050	24,188,453	25,822,119	26,000,930
Total	246,805,919	286,385,259	247,152,008	256,263,676	263,469,143

EXPORTS.

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.
Foreign merchandise re-exported	\$14,229,800	\$13,730,122	\$15,677,983	\$14,624,299	\$12,504,274
Indian merchandise	314,031,601	316,249,406	320,548,513	330,248,513	300,630,046
Gold	14,242,863	7,787,380	20,884,159	7,700,282	6,820,437
Silver	6,237,018	4,710,304	4,425,693	5,359,850	8,449,625
Total	348,741,471	342,426,212	361,516,348	357,932,944	337,404,532

It is a matter of surprise that, when the adverse conditions are considered, trade should not have declined by more than 3.6 per cent on the aggregate of 1895-96, which was a year of good trade. The whole decrease, it will be seen, was confined to the exports, the import trade having, in fact, increased.

List of the principal articles of merchandise imported in the order of their importance and their values.

Articles.	1894-95.	1895-96.	1896-97.
Cotton goods and yarn	\$101,289,246	\$79,843,193	\$92,225,542
Metals, including hardware and cutlery	19,543,338	25,506,532	21,763,596
Machinery and millwork	7,571,542	10,135,943	10,881,549
Oils, chiefly mineral	6,885,788	9,626,002	10,661,365
Sugar	8,913,420	9,631,120	9,770,689
Railway material	4,826,803	4,713,810	8,251,322
Silk, raw and manufactured	7,173,261	9,174,540	6,950,786
Chemicals, drugs and medicines, dyes, etc.	5,785,511	6,098,511	5,859,394
Woolen goods	4,779,080	4,481,102	5,246,858
Liquors	4,529,358	5,257,066	5,090,326
Provisions	4,885,422	5,471,459	4,804,429
Apparel	4,449,002	4,942,268	4,709,102
Coal	4,509,288	4,348,649	3,064,978
Glass and glassware	1,921,987	2,297,841	2,182,976
Salt	2,610,738	2,025,000	1,948,486
Spices	2,400,028	2,043,919	1,874,439
Paper and pasteboard	1,077,324	1,270,967	1,191,268
Umbrellas	1,073,626	1,067,076	851,523

List of the principal articles exported in the order of their importance and their values.

Articles.	1894-95.	1895-96.	1896-97.
Grain and pulse.....	\$52,875,235	\$56,707,569	\$41,571,672
Cotton, raw.....	26,980,408	43,679,959	40,207,275
Jute, raw.....	32,785,523	30,977,796	32,706,788
Cotton yarn and cloth.....	22,180,090	25,868,219	26,339,089
Tea.....	23,422,809	23,761,155	25,186,068
Opium.....	28,099,946	26,223,941	24,871,108
Seeds.....	44,024,471	30,124,036	24,836,620
Hides and skins.....	20,335,814	23,682,381	21,704,247
Jute manufactures.....	13,053,585	14,717,073	16,183,183
Indigo.....	14,712,336	16,598,984	13,549,346
Coffee.....	6,579,056	6,814,395	4,913,620
Lac.....	4,380,089	5,684,163	9,919,572
Wool, raw.....	4,268,235	4,201,534	3,848,640
Provisions.....	2,644,780	2,773,861	2,944,203
Wood and timber.....	2,051,654	2,485,880	2,475,926
Sugar.....	1,706,807	1,781,609	2,134,501
Dyes (other than indigo).....	2,679,919	2,905,317	1,980,701
Oils, including paraffin wax.....	2,402,540	2,289,981	1,887,245
Salt-peter.....	1,275,231	1,661,429	1,773,708
Silk, raw.....	1,556,227	1,990,723	1,586,149
Spices.....	1,400,619	1,517,477	1,540,873

TRADE BY COUNTRIES.*

The total value of the imports of merchandise in the last three years was thus distributed among the principal countries with which the trade is carried on: In 1895-96, Belgium and Germany came next to China; last year, Belgium came next after the United Kingdom, Germany next, and China only third. With the expansion of the petroleum trade, Russia has also taken a high place in the list of importers into India.

Countries.	1894-95.		1895-96.		1896-97.	
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
United Kingdom.....	\$158,427,946	72.8	\$146,100,600	68.0	\$156,294,253	70.1
Belgium.....	5,785,721	2.7	8,461,902	3.9	7,451,479	3.3
Germany.....	5,367,504	2.5	7,290,505	3.4	7,154,245	3.2
China.....	8,255,160	3.8	8,698,159	4.2	8,692,175	3.0
Russia.....	3,123,600	1.4	5,789,429	2.7	6,259,731	2.8
Straits Settlements.....	6,519,799	3.0	6,433,182	3.0	5,710,578	2.5
Mauritius.....	6,080,969	2.8	5,336,150	2.5	5,602,656	2.5
Austria-Hungary.....	3,701,756	1.7	4,107,100	1.9	4,612,142	2.1
United States.....	3,429,967	1.6	3,532,257	1.6	4,547,541	2.0
France.....	2,667,333	1.2	2,034,807	1.4	2,852,397	1.3

It will be seen by these figures that the United States is the lowest on the list except France, having only 2 per cent of the import trade of India, or about \$4,500,000. The largest proportion is in mineral oil, but there has been an increase of four-tenths of 1 per cent compared with 1895-96.

The total value of the exports of Indian produce and manufactures in the last two years was distributed among the principal countries with which the trade was carried on as follows:

Countries.	1894-95.		1895-96.		1896-97.	
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
United Kingdom.....	\$101,665,516	31.6	\$108,502,736	31.9	\$98,103,542	31.7
China.....	38,901,047	12.1	42,712,119	12.6	42,413,967	13.7
Germany.....	23,928,518	7.4	24,968,559	7.3	23,390,354	7.5
France.....	26,848,108	8.3	26,861,100	7.9	19,702,037	6.4
Straits Settlements.....	16,240,853	5.0	18,122,886	5.3	15,524,793	5.0
Egypt.....	14,346,018	4.5	16,044,797	4.7	15,046,089	4.8
United States.....	18,099,047	5.6	18,313,420	5.4	14,922,488	4.8
Japan.....	5,157,473	1.6	8,647,251	2.5	12,635,240	4.1
Ceylon.....	10,113,126	3.1	10,850,254	3.2	9,640,947	3.1
Belgium.....	11,737,536	3.6	12,218,619	3.6	9,463,952	3.1
Italy.....	9,239,863	2.9	9,678,355	2.8	9,396,685	3.0
Austria-Hungary.....	7,560,828	2.3	10,367,915	3.5	7,739,723	2.5
South America.....	5,025,246	1.6	3,664,265	1.8	4,452,040	1.4
Austria.....	4,109,118	1.3	3,761,440	1.1	3,654,515	1.2
Mauritius.....	3,853,743	1.2	3,387,484	1.0	3,490,370	1.1

*A report giving later details of the trade with the United States, received as this volume was going to press, is printed in advance sheets of Consular Reports, No. 189, August 10, 1898.

Distribution of decrease in 1896-97, in Europe.

	1895-96.	1896-97.	Decrease.
United Kingdom.....	\$108,508,100	\$98,102,800	Per cent. 9.6
Continent	88,987,700	73,125,800	17.7

It is worthy of note that while we have only 2 per cent of the import trade of India, the exports to the United States are 4.8 per cent of the aggregate, and amount to about \$16,000,000 this year.

Imports and exports to and from the United States.

[Value in round numbers.]

Year.	Imports.	Exports.
1894-95	\$3,500,000	\$19,000,000
1895-96	3,500,000	19,500,000
1896-97	4,500,000	16,000,000

In the principal import from the United States, kerosene oil, there was a very material decline, but an exceptional import increases the aggregate in the shape of food grain, chiefly wheat, of which the quantity brought to India was 528,000 hundredweight, and it may be remarked that further imports of food stuffs from the United States, in the relief of famine sufferers, have reached India since March 31.

Principal articles imported from and exported to the United States.

[Value in round numbers.]

Articles.	1895-96.	1896-97.	Articles.	1895-96.	1896-97.
IMPORTS.			EXPORTS—continued.		
Mineral oil, chiefly kerosene.....	\$3,000,000	\$2,900,000	Jute.....	\$2,500,000	\$2,000,000
Cotton piece goods (gray).....	182,000	300,000	Jute manufactures.....	3,700,000	4,000,000
Tobacco.....	145,000	140,000	Indigo.....	2,000,000	1,700,000
Grain and pulse.....		100,000	Lac (button and shell).....	1,500,000	950,000
EXPORTS.			Seeds.....	500,000	10,800
Hides and skins	6,500,000	5,000,000	Saltpeter.....	500,000	500,000
			Cutch.....	100,000	45,000
			Cocoanut oil.....	600,000	275,000
			Mica.....	150,000	60,000
			Tea.....	100,000	130,000

COTTON GOODS.

The import of cotton piece goods in the first half of the year was very active, the prospects being good and stocks being smaller than usual. In the second half of the year, however, the conditions suddenly changed. The premature stopping of the monsoon and the appearance of the plague in Bombay led to the flight from the city of dealers in cotton goods and the interruption of the trade.

The following figures show the imports of the three great branches into which cotton goods are divided:

Year.	Gray, un-bleached.	White, bleached.	Colored, printed, or dyed.
	<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>
1893-94.....	1,314,088,000	393,180,000	422,330,000
1894-95.....	1,352,272,000	497,332,000	408,072,000
1895-96.....	1,066,446,000	333,754,000	314,679,000
1896-97.....	1,222,920,000	414,154,000	359,916,000

The statistics collected during the past two years, of the relative imports of the different descriptions of goods under these three heads, are as follows, in thousands of yards:

	1895-96.	1896-97.		1895-96.	1896-97.
GRAY.			WHITE—continued.		
Jaconets.....	82,280	96,189	Cambrics, twills, muslins, and lawns.....	8,113	12,044
Mulls.....	10,065	20,211	Chadars, dhutis, saris, and scarfs.....	52,346	53,173
Prints.....	3,790	959	COLORED.		
Shirting.....	521,941	581,226	Jaconets.....	7,275	5,187
Madapollams.....	24,778	31,337	Mulls.....	2,052	4,873
T-cloths and domestics.....	15,664	13,058	Prints and chintz.....	110,606	129,702
Jeans, shirtings, and drills.....	18,058	22,594	Shirtings.....	40,974	45,060
Chadars, dhutis, and scarfs.....	383,362	455,220	Drills.....	4,731	5,259
WHITE.			Cambrics, twills, and muslins.....	69,244	74,757
Jaconets.....	24,471	33,057	Chadars, dhutis, saris, and scarfs.....	29,961	29,459
Nainsooks.....	78,493	119,890			
Mulls.....	85,817	84,980			
Shirtings.....	56,289	69,751			
Long cloths.....	1,299	2,278			

It appears from these figures that goods made of medium counts, say from 30 s. to 40 s., constituted last year about 97 per cent of the whole imports of gray goods, thus:

	1895-96.	1896-97.
	<i>Per cent.</i>	<i>Per cent.</i>
Shirtings, chadars, dhutis, and scarfs.....	85	84.7
Jaconets, mulls, and madapollams.....	11	12.1

Besides the three great classes of piece goods, gray, white, and colored, referred to above, the other principal kinds of cotton manufactures imported are:

	1895-96.	1896-97.
Handkerchiefs and shawls in the piece.....	\$917,795	\$494,534
Lace and patent net.....	146,589	141,400
Hosiery.....	312,490	607,714
Sewing thread.....	498,712	435,484

I have given these details regarding cotton goods imported into India, showing the extent of the business, hoping they may attract the attention of some of our large cotton manufacturers. This is a

wide field for the introduction of United States cotton goods, as cotton is the universal clothing of more than 250,000,000 people, and the American goods that have been imported here are preferred, as they are made from a superior quality of cotton, but there seems to have been but little effort made to introduce the proper brands and keep them in the market. After the brands are once known to the trade, there would be but little trouble in holding the business, as the people here are very conservative and would not change except for good cause.

JUTE MANUFACTURES.

The value of the exports of manufactured jute has increased three-fold the last ten years, as follows:

Year.	Value.	Year.	Value.
1887-88	\$5,418,716	1892-93	\$10,037,778
1888-89	7,971,581	1893-94	10,669,539
1889-90	8,652,850	1894-95	13,053,545
1890-91	7,694,079	1895-96	14,717,073
1891-92	7,790,610	1896-97	16,163,183

The number of gunny bags has not increased in the same proportion as the value, but there has been a remarkable extension of the exports of gunny cloth, as shown below:

Year.	Bags.	Cloth.	Year.	Bags.	Cloth.
	<i>Number.</i>	<i>Yards.</i>		<i>Number.</i>	<i>Yards.</i>
1887-88	74,368,000	13,683,000	1892-93	123,975,000	40,060,000
1888-89	99,791,000	15,161,000	1893-94	131,267,000	60,870,000
1889-90	97,416,000	37,144,000	1894-95	143,444,000	103,117,000
1890-91	98,749,000	29,854,000	1895-96	168,247,000	114,181,000
1891-92	106,251,000	37,290,000	1896-97	165,946,000	169,410,000

The value of the trade in gunny cloth has risen in five years from about \$1,261,000 to some \$5,000,000. In the same period, the value of gunny bags exported has risen from about \$9,000,000 to \$11,000,000. Thus, five years ago, the exports of cloth represented less than 12 per cent of the whole trade, while last year, they represented 31½ per cent. The distribution of the bags has been as follows:

Country.	1895-96.	1896-97.	Country.	1895-96.	1896-97.
United Kingdom	23,888,000	27,835,000	Germany	4,786,000	8,468,000
United States	30,821,000	22,910,000	Egypt	5,338,000	7,660,000
Australia	24,377,000	21,852,000	Cape Colony	7,335,000	5,954,000
Straits Settlements	21,887,000	20,235,000	Asiatic Turkey	4,896,000	4,765,000
South America	14,634,000	15,051,000	Other countries	15,916,000	22,138,000
China	14,379,000	9,028,000			

The United States is the largest consumer of gunny cloth, as will be seen from the figures of last year's exports, viz:

Country.	Yards.
United States	111,600,000
South America	38,600,000
United Kingdom	23,600,000
China	8,800,000

It is also probable that a large proportion of the shipments to China is for San Francisco.

JUTE MILLS.

There are thirty jute mills in operation in India, nearly all in Bengal, five having been completed since 1893. They have 12,611 looms, 254,596 spindles, employ 90,374 persons, and the nominal capital is about \$14,000,000. As a very large proportion of the product of these mills goes to the United States, as shown by the above figures, it is to be hoped that the duty of about 30 per cent on these goods, under the present tariff law, may result in reopening our mills that were closed by the Wilson tariff, and give employment to thousands of our people.

COTTON MILLS AND MANUFACTURES.

The progress of the spinning and weaving industry in the last five years is shown in the table appended:

Year.	Number of mills.	Number of spindles.	Number of looms.
1892-93.....	130	2,539,303	26,317
1893-94.....	137	3,539,681	29,302
1894-95.....	143	3,711,689	34,161
1895-96.....	147	3,844,307	37,278
1896-97.....	154	3,975,459	37,299

About 149,000 persons are stated to have been employed in the mills at the end of 1896-97, and the capital invested is returned at over \$45,000,000; but the statement of capital is imperfect, the figures being confined to mills worked by joint stock companies. The Bombay Presidency contains 70 per cent of the spinning and 77 per cent of the weaving capacity of the Indian mills. Out of the 105 mills in that province, 67 are located in the city and island of Bombay, and they employ an average of 101,000 persons daily. The capital invested in such of them as are owned by joint stock companies is about \$30,000,000.

The total value of the yarn exported (about 44 per cent of the production) was about \$23,000,000, balance being used for hand looms in India, and the export of piece goods was about \$4,000,000. The goods woven are mainly gray (unbleached) goods, which represent 90 per cent of the whole production.

The exports of yarn and piece goods are principally to China, Straits Settlements, Aden, and Asiatic Turkey. Until within the past few years, Japan was the largest consumer, but that country has developed wonderfully in manufacturing, and now spins yarn for itself and takes raw cotton from India. On the other hand, the export of Indian yarn to China has rapidly increased in the last three years.

WOOLEN MILLS AND GOODS.

Manufacturing is limited, but it has steadily expanded in the last five years and is to a large extent conducted at Cawnpore and Dhariwal. The goods exported are mostly carpets and rugs, for which there seems to be an increasing demand in the United Kingdom and in the United States. Apart from carpets and rugs, the exports consist mainly of shawls. The imports of woollen goods amounted last year to about \$5,000,000.

METALS AND MANUFACTURES OF.

Hardware and cutlery.—The value of the imports last year exceeded that of 1894–95. The proportion of these goods imported from the United Kingdom was 78 per cent, about the same as in 1895–96. The figures attached show the value of each class:

Article.	Value.
Cutlery	\$155,000
Agricultural implements	200,000
Other implements and tools	150,000
Sewing machines	150,000
Other kinds of hardware	445,000

Germany, Belgium, and Austria-Hungary furnished between 19 and 20 per cent of the whole hardware and cutlery imported; about 78 per cent was furnished by the United Kingdom.

Iron and steel.—The following list includes the descriptions of iron and steel which are most commonly imported, and the quantity of each during the last two years:

Articles.	1895-96.	1896-97.
Iron:	<i>Cwt.</i>	<i>Cwt.</i>
Angle, bolt, and rod	757,795	781,613
Bars	598,428	538,627
Galvanized	726,490	815,294
Sheets and plates (including tinned plates)	561,887	485,562
Pipes and tubes	383,771	353,823
Beams, pillars, girders, and bridge work	244,794	153,516
Pig	201,057	290,958
Nails, screws, and rivets	211,355	179,725
Hoop	92,364	89,923
Steel:		
Bars	598,943	582,745
Sheets and plates	321,511	287,838
Hoop	223,536	221,743
Cast	8,518	15,320

The increasing demand for iron sheds by port trusts, mills and foundries, tea and coffee estates, railway and steamer companies is evidenced by the importations of galvanized iron and angle, bolt, and rod, these descriptions comprising a very large part of the trade. The trade is principally divided between England, Belgium, and Germany, England having much the largest share.

Machinery and millworks.—The imports for 1895–96 amounted to about \$10,000,000, and last year to about \$10,500,000. The demand is large on account of cotton, jute, and other mills, tea and coffee estates, factories, workshops, and foundries. The importations were distributed as follows:

Country.	1895-96.	1896-97.
Bengal	\$4,200,000	\$5,500,000
Bombay	3,600,000	4,000,000
Sind	300,000	300,000
Madras	1,500,000	750,000
Burma	350,000	300,000

The machinery imported into Calcutta comprises all that is required for the tea gardens of Assam, Cachar, and Sylhet, and the mills and factories of upper India, as well as that required for Bengal.

In view of the development of the manufacturing interests of this country and the increasing use of machinery, it will be well for our large manufacturers of machinery to look to India for an outlet of their products. There is no reason why they should not have a share of the business.

Railway materials.—The value of importations for 1895–96 was about \$11,000,000 and in 1896–97, about \$16,000,000, including the imports for both the companies and the State. The imports on account of railway companies last year were about 95 per cent in excess of the average for the preceding five years, and the imports on account of the State were, in 1895–96, not much short of double the average, and last year were still larger. These extremely large imports are the result of the adoption by the State of a policy of rapid and extensive construction of railway lines. It is worthy of remark that a contract is said to have been recently made with manufacturers in the United States for 7,000 tons of steel rails, and that part is now on the way here. This indicates that the United States can compete for the iron and steel trade of this country.

MINERAL OIL.

The imports have been the last five years as follows (value in round numbers):

Year.	Gallons.	Value.
1892–93	67,086,000	\$8,500,000
1893–94	86,639,000	10,500,000
1894–95	53,441,000	7,500,000
1895–96	86,648,000	9,500,000
1896–97	88,421,000	10,000,000

Russian oil has, it would seem, permanently taken the lead of United States oil in the Indian market. The relative imports from the two countries are as follows:

	Russia.	United States.
Total in five years, ending—	<i>Gallons.</i>	<i>Gallons.</i>
1894–95	1,676,000,000	1,505,000,000
1895–96	406,000,000	236,000,000
1896–97	455,000,000	193,000,000

The importation of mineral oil in bulk, all of it Russian (American oil being imported exclusively in cases), was about 7,000,000 gallons in 1894–95, nearly 10,000,000 gallons in 1895–96, and nearly 15,000,000 gallons last year. The largest proportion of these importations (8,500,000 gallons) was brought to Calcutta, where it was placed in cases for distribution in the country. Another competitor for public favor in India has entered the market—Langkat petroleum, from Sumatra. The oil is stated to be of good quality, and preparations are being made to import in bulk in large quantities.

ARTICLES OF FOOD AND DRINK.

Rice.—The total exports in the last five years were as follows (value in round numbers):

Year.	Quantity.	Value.
	<i>Cwt.</i>	
1892-93	27,375,000	\$40,000,000
1893-94	24,020,000	30,000,000
1894-95	33,722,000	44,500,000
1895-96	34,636,000	44,500,000
1896-97	27,820,000	38,500,000

The rice harvest in 1895 was on the whole much below the average, being specially deficient in Bengal, which produces about three-fourths of the whole of the Indian rice (including Burmah). The crop in 1896, part of which was exported in the last months of 1896-97, was worse in Bengal and Madras than the crop of 1895. The total yield is estimated to be about 13,992,000 tons, which is about 33 per cent less than the yield in 1895-96, and 45 per cent below the average. On account of the short yield the past two years, there has been a sharp advance in price, which, with the home demand, greatly curtailed the exportation.

Wheat.—The trade collapsed in the second half of the year, as the result of very bad crops and the retention of such wheat as was available for export, for internal consumption. During the early part of the year, there was a very small export. The exports amounted to 10,002,912 hundredweight in 1895-96, and to only 1,910,550 hundredweight in 1896-97.

Coffee.—The exports have been as follows the last five years (value in round numbers):

Year.	Quantity.	Value.
	<i>Cwt.</i>	
1892-93	296,687	\$6,500,000
1893-94	278,687	6,800,000
1894-95	281,297	7,000,000
1895-96	280,902	7,200,000
1896-97	210,797	5,000,000

The exports fell to the lowest limit known for many years as the result of a very small crop, and the estimates of the present crop are also very unfavorable. In the six years ending 1896-97, the exports of coffee have been on an average of 278,380 hundredweight annually, while in the five preceding years (1886-87 to 1890-91), the average was 296,555 hundredweight, showing a falling off in the production during the last ten years.

Tea.—The exports of the year exceeded those of 1894-95 by about 8,500,000 pounds, and the total quantity exported was twice as large as the exports twelve years ago. An increase of 8,500,000 pounds in 1895-96 was followed last year by an increase of 11,500,000 pounds. It is estimated that the production this year is from eight to nine million pounds in excess of that of last year. The quantity of Indian tea taken by the United States and Canada is thrice what it was three years ago, amounting to about 1,600,000 pounds; as much more was

received through the United Kingdom, so that the total consumption of these two countries now approximates 3,500,000 pounds, in about equal quantities. In 1894, China was sending to the English market more than twice as much tea as India and Ceylon combined; in 1896, India and Ceylon sent to England more than six times as much as China.

JUTE.

The exports in the last four years have been as follows (value in round numbers):

Year.	Quantity.	Value.
	<i>Cwt.</i>	
1893-94	8,690,000	\$28,000,000
1894-95	12,977,000	36,000,000
1895-96	12,267,000	33,000,000
1896-97	11,464,000	35,000,000

The area sown in jute in 1895 was estimated at 2,250,000 acres, and the crop is reported even larger than that of 1894, which was a remarkably good one. The area sown in 1896 was very nearly equal to the one sown in 1895, but the crop suffered from insufficient and unseasonable rain, and the yield was about 22½ per cent less than in 1895.

The final forecast of the Government indicates that the crop this year will be an exceptionally large one, only exceeded by that of 1894-95.

The distribution of jute has been as follows the past three years:

Country.	1894-95.	1895-96.	1896-97.
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
United Kingdom	6,842,000	7,334,000	6,749,000
Germany	2,300,000	1,755,000	1,823,000
United States	2,167,000	1,577,000	1,272,000
France	558,000	545,000	572,000
Italy	363,000	344,000	334,000
Austria-Hungary	423,000	373,000	298,000
Spain	179,000	198,000	127,000

It will be noticed that the exports to the United States fell off materially, as the result of closing the mills under the Wilson tariff law, and they should now be reopened under the present law, and the raw jute imported instead of the manufactured articles.

COTTON.

The exports of cotton during the last five years are given below (value in round numbers):

Year.	Quantity.	Value.
	<i>Cwt.</i>	
1902-03	4,789,000	\$42,000,000
1893-94	4,789,000	43,000,000
1894-95	3,385,000	29,000,000
1895-96	5,248,000	46,000,000
1896-97	5,216,000	43,000,000

The demand for export has been smaller since the great fall in the price of American and Egyptian cotton, but in large part, the Indian mills have diverted the trade; but last year, by the closing of the mills in Bombay on account of the plague, a larger quantity was set free for export. The cotton is taken mainly by Japan, China, and the Continent of Europe, and a much smaller proportion than formerly goes to the United Kingdom.

INDIGO.

The exports of indigo in the last five years are given below (value in round numbers):

Year.	Quantity.	Value.
	<i>Cwt.</i>	
1892-93.....	126,708	\$13,000,000
1893-94.....	131,399	13,500,000
1894-95.....	166,308	14,000,000
1895-96.....	187,337	17,000,000
1896-97.....	169,523	14,000,000

Calcutta is the principal export market, shipping about two-thirds of the entire exports. About 78 per cent goes to the United Kingdom and the Continent, and about 20 per cent to the United States.

REVIEW OF TRADE WITH COUNTRIES FOR FIVE YEARS.

In the subjoined table are given the figures of the trade, in round numbers (merchandise only), with the several divisions of the world during the last five years, showing the tendencies of trade.

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.
Europe.....	\$382,000,000	\$424,000,000	\$398,000,000	\$400,000,000	\$382,000,000
Africa.....	32,000,000	80,000,000	35,000,000	33,000,000	32,000,000
Asia.....	124,000,000	120,000,000	124,000,000	141,000,000	134,000,000
America.....	24,000,000	21,000,000	29,000,000	28,000,000	26,000,000
Australia.....	4,500,000	4,000,000	5,000,000	4,500,000	5,000,000

With Australia alone was there an increase in trade during the last year, the export of tea, the principal article sent to that country, not having been affected by either of the two calamities that caused a shrinkage in the export of food grains and raw materials to other countries of the world.

SHIPPING.

The following is the total number and tonnage of the shipping, steam and sail, with cargoes and in ballast, which entered from and cleared to foreign countries during each of the last five years:

Year.	Number.	Tons.	Average tonnage.
1892-93.....	10,723	7,692,291	717
1893-94.....	9,995	7,665,806	767
1894-95.....	10,577	8,255,822	780
1895-96.....	10,297	8,226,600	797
1896-97.....	9,940	7,698,585	774

The work of the shipping continues to be done to an increasing extent by steam. The relative proportions of tonnage entered and cleared last year was as follows, viz: From and to the United Kingdom, 30 per cent; British possessions, 37.3 per cent; other foreign countries, 32.7 per cent. The vessels carrying the trade of India for the most part fly the British flag. They represent about 80 per cent of the whole.

I regret to say it is very rare that a ship flying the United States flag is seen in an Indian port, only one having been in this port in the last two years.

RAILWAYS OF INDIA.

The following figures are taken from the Government report for the year ending March 31, 1896, the report for the last year not having been published.

The total length of railways open and sanctioned on the 31st of March, 1896, was 23,466 miles, being a net increase during the year of 2,394 miles. The total length of railways open for traffic the same date was 19,677 miles, being a net increase of 822 miles, leaving 3,789 miles still under construction or sanctioned.

The total capital outlay on railways open to traffic amounted on the 31st of December, 1895, to \$756,000,000, being an increase of \$18,000,000 as compared with the expenditure incurred during the previous year. Railways reach almost every important point in India, and it is the policy of the Government to extend them so that every part of the country will be within railway communication.

WAGES.

Employment.	Rate per month.
Mechanics, common.....	\$3.00 to \$5.00
Factory operatives:	
Unskilled.....	2.00 to 3.00
Skilled.....	4.00 to 6.00
Laborers, agricultural.....	1.25 to 3.00
Railway employees:	
Unskilled.....	2.00 to 2.50
Skilled.....	4.00 to 8.00
Domestic servants.....	2.00 to 4.00
Miners, coal.....	1.50 to 3.00

The price of labor varies considerably in the different provinces. In some, agricultural labor receives only \$1.25 per month, while in others, it is paid as high as \$3 a month. The same is true regarding other labor, and it is difficult to give exact figures throughout the country, but the above table shows the cheapness of labor in India, when it is considered that, at these prices, the laborers supply themselves.

If our manufacturers would make proper efforts, a much larger trade would be done with the United States, especially in cotton goods and mill machinery.

R. F. PATTERSON,
Consul-General.

CALCUTTA, *October 12, 1897.*

Imports and exports to and from Calcutta for the years ending March 31, 1896, and 1897, showing the increase or decrease.

IMPORTS.

Articles.	1895-96.	1896-97.	Increase.	Decrease.
Animals living	\$233,400	\$463,289	\$229,889	.....
Articles of food and drink:				
Sugar	1,957,532	1,911,119	.....	\$46,413
Other articles	5,015,248	6,085,644	1,070,396	.....
Metals:				
Hardware and cutlery, including plated ware	1,582,494	1,750,455	167,961	.....
Metals	8,496,801	8,842,121	.....	156,680
Machinery and millwork	4,401,143	5,637,320	1,236,177	.....
Railway plant and rolling stock, other than				
Government store	1,212,680	3,634,289	2,421,609	.....
Chemicals, drugs, medicines, etc.	1,867,673	1,653,325	.....	204,348
Oils:				
Mineral	5,735,272	4,899,767	.....	835,505
Other oils	300,521	653,967	353,446	.....
Raw materials and unmanufactured articles	819,625	897,166	77,540	.....
Articles manufactured and partly manufactured:				
Cotton yarn and textile fabrics	44,306,805	50,540,845	6,234,040	.....
Apparel	1,263,412	1,258,248	.....	5,164
Other articles	6,147,639	5,644,373	.....	503,266

EXPORTS.

Animals living	\$120,866	\$135,126	\$14,260	.....
Articles of food and drink:				
Rice	10,409,575	7,627,350	.....	\$2,782,225
Wheat	1,151,491	97,288	.....	1,054,203
Tea	22,184,653	23,052,618	1,768,965	.....
Other articles	1,375,233	1,338,989	.....	36,244
Metals and manufactures of	45,625	53,109	7,484	.....
Chemicals, drugs, medicines, etc.				
Opium	15,643,319	15,408,042	.....	240,777
Indigo	11,543,928	9,654,037	.....	1,889,891
Other articles	1,967,926	1,980,961	.....	36,975
Oils	654,804	801,988	147,184	.....
Raw material and manufactured articles:				
Cotton	3,008,204	2,548,355	.....	459,849
Jute	28,756,037	30,891,982	2,135,945	.....
Oilseeds	7,355,607	7,022,902	.....	332,705
Other articles	1,589,086	1,234,047	.....	305,049
Articles manufactured and partly manufactured:				
Cotton yarn	796,763	1,663,104	866,341	.....
Cotton piece goods	65,385	47,447	.....	17,947
Other articles	21,516,479	21,781,015	214,536	.....

BOMBAY.*

Under the customs regulations of British India, all foreign trade of the Bombay Presidency and Sind must be entered or cleared at the ports of Bombay or Kurrachee. The statistics which I have compiled from official sources and appended to this report will give a comprehensive view of the character and extent of this trade, the greater portion of which is carried by steamers through the Suez Canal.

All values in this report are stated in rupees, as no other currency is used in British India. On account of the frequent and wide fluctuations in the exchange value of the rupee, to be accurate it would be necessary to calculate each day's business at the current rate of exchange. If the gold equivalent as established by the Secretary of the Treasury of the United States were used in reducing rupee values to United States money at the end of 1896, for instance, the results would show values nearly 39 per cent below the actual equivalents in sterling exchange.

* In response to circular of August 10.

Failure of crops in India has been the chief cause of the material reduction in exports of cotton and all agricultural products, while famine and plague have disastrously affected business in every line, and at this time, frontier wars are causing serious disturbance of the finances of the country. Silver has declined to an unprecedentedly low price in the markets of the world, and the difference between the bullion value and the exchange value of the rupee has been considerably increased.

Within the past year, the cities of Bombay and Kurrachee, as well as many other localities in the Bombay Presidency, have suffered fearfully from plague, which has not yet entirely disappeared. The loss of life has been far in excess of the number officially reported, and the actual number of deaths from this cause will never be known. When the disease was at its height in February, 1897, fully one-half the population of Bombay was absent from the city, and nearly all the cotton mills and other manufactories were closed for want of operatives. Every branch of industry was completely paralyzed. Since then, famine in the interior and other causes have brought great numbers of people into the city, and it is apparently more crowded now than ever before. There is much distress from scarcity and high prices of food, but business has been resumed, and so far as possible, prosperity has returned.

INDUSTRIES.

Tables included in this report show the various products and kinds of merchandise that make up the bulk of the import and export trade of this side of India. Cotton goods and yarns are the chief staples manufactured here by the use of machinery. Nearly all other manufactures are products of hand labor, which is so cheap, and the people engaged in these industries are so poor, that it would be difficult to introduce almost any kind of labor-saving machinery. On this side of India, the leading industry is the manufacture of cotton goods and yarns. On Bombay Island, there are 69 cotton mills, with 2,197,080 spindles and 21,526 looms, which give employment to more than 70,000 operatives, and in addition, 7 cotton mills are under construction or projected. In the Bombay Presidency, outside of Bombay Island, there are 36 cotton mills, with 648,966 spindles and 7,518 looms, and 9 cotton mills in course of construction or projected, 6 of which are to have 90,400 spindles and 850 looms.

In Bombay Presidency, including the city of Bombay, there are 38 cotton-pressing establishments, with 170 presses.

Many other industries are carried on in a smaller way in various parts of the Presidency, among which I may mention 2 woolen mills, with 13 sets and 120 looms, and 2 silk mills in the city of Bombay.

IMPORTS.

Bicycles have been introduced into India to a considerable extent, and some leading United States manufacturers have already introduced their goods in this market. But English manufacturers with cheaper wheels do the larger part of this trade.

But little progress has been made in introducing electricity for lighting and other purposes. Coal, especially of Indian production, is not dear in the seaport cities, and there ought to be a good field in this line for enterprising Americans. The Bombay Tramways, an American company, still employs about 1,200 horses on its lines. Good horses

for such purposes cost \$100 to \$150 each. The city of Bombay is badly lighted by gas and kerosene oil. It ought to be lighted by electricity. Mill machinery is furnished principally, if not entirely, by English manufacturers. Railroads are all either owned or controlled by the Government, and their supplies are chiefly bought in England. Sewing machines of American patent are used very extensively in India. There is but little opportunity for introduction of agricultural machinery, but India ought to be an excellent field for windmills, especially for pumping purposes. They are scarcely used at all up to this time. United States boots and shoes have a good reputation where known, but they must compete with cheap labor. Native shoemakers make to order ladies' and gentlemen's shoes at from \$1.50 to \$2.25 per pair. Leading English houses here make gentlemen's shoes to order for \$5 to \$6 per pair. This is not a good market for manufactures of leather on account of the climate, which spoils leather by mold during the monsoon period. American cotton goods in the form of heavy drills are largely used in India. "Pepperell drills" are the favorite brand, and command highest prices. The British and native army, I am informed, is uniformed with these goods, which are dyed a shade of brown or butternut color that does not fade.

India is a market for the very cheapest qualities of goods of most varieties. The Germans understand this fact very well, and cheap German goods of nearly every description flood the markets. English and United States goods are generally too good in quality and, consequently, too high in price. American clocks are an exception. They are almost universally in use here. Indian-made furniture is much better for its cost, both in quality of woods used and finish, than similar grades of articles in America.

PACKING.

As nearly all goods from America are transshipped in Europe, it is essential that the packing should be very strong and durable, so that the contents may not be damaged by rough handling to which they may be subjected in transit. Too much care can not be observed in this respect.

COMMERCIAL CONDITIONS.

Banking facilities are all that could be desired; but exchange fluctuates greatly. Within the past two years, the exchange value of the rupee has varied from about 26½ cents to 32½ cents. At present, it is 32½ cents. I would not advise American manufacturers to give long credits or to make consignments, especially to native firms in India. Some European houses may be entitled to special treatment in this respect. Goods will not find a ready market here (especially if they are not well known) if the terms are cash f. o. b. at an American port. But some buyers will pay cash to a bank at point of destination against delivery of documents. And sometimes they will arrange with a good bank to accept drafts for their account when the drafts are accompanied by bills of lading, invoices, insurance policies, and other necessary documents. But this must be arranged beforehand, to the satisfaction of the seller, with the bank which is to accept the draft. Banks sometimes give credit to good buyers on such drafts. If some such arrangements can not be made as above indicated, it would generally be better to lose the business. If United States firms desire to open an extensive business in India, I would advise them to have their own representative permanently established here to attend to it.

Several firms in different lines might find it to their advantage to combine and open a branch office on joint account so far as regards expenses.

LICENSES AND PASSPORTS.

Commercial travelers have met with good success in some instances. But as the goods they sell generally arrive long after they have moved on to other places, much trouble often ensues that might be avoided if a representative of the seller were on the ground. No stock beyond samples should be sent here until the fact is established that there is a demand for the goods. For, with few exceptions, everything must be especially adapted to local conditions. No license is required for carrying on business in Bombay by commercial travelers or others, excepting in special cases, such as, for instance, storing kerosene oil. Commercial travelers may come and go and transact business here as freely as local merchants or tourists. No passports are required in India.

Harbor and dock facilities at Bombay and Kurrachee are as good as the best in the world, and all charges for wharfage and other kinds of expenses are moderate. Ample storage facilities for all purposes may be secured at moderate cost for rental, for short or long periods.

TARIFF.

The Indian import tariff is nominally 5 per cent ad valorem on the general list. But on most articles, the valuation for assessment of duty is fixed by law and is independent of the market value. Some duties are specific and are greater or less than 5 per cent of the value. Other articles, including some kinds of machinery, are free or are taxed from 1 to 5 per cent ad valorem.

POSTAL RATES.

India is included in the Universal Postal Union. The postal rate per one-half ounce to the United States is $2\frac{1}{2}$ annas, equal to 5 cents. Local letter postage is from one-half anna, equal to 1 cent, upward, being at the rate of 1 anna (2 cents) per tola, which is the same as the weight of a silver rupee.

The usual time occupied in transit for mails from New York to Bombay varies from 23 to 29 days. Direct steamers laden with freight, via Suez Canal, usually take from 38 to 45 days from New York to Bombay. There is no established rate of freight.

TRANSPORTATION.

Transportation by rail to all parts of India and by steamers or sailing vessels to all coastwise ports is amply provided for, and charges for freight are not excessive. Telegraphic communication by land lines and ocean cables is maintained with all important points in India and throughout the world.

With the exception of vessels carrying petroleum, which are chartered for that especial purpose, none come here from New York. Steamers employed in both foreign and coastwise trade are mostly British. The Austrian Lloyd Steam Navigation Company maintains a regular line of steamers between Trieste and Bombay, running twice each month. The Compagnie des Messageries Maritimes has monthly service between Marseilles and Bombay. The Florio Rubattino Line also runs steamers monthly between Genoa and Naples and Bombay. There is also a Japanese line making regular trips between Bombay

and Japanese ports. Sailing vessels are generally owned by natives of India. Few of the latter carry more than 100 tons of freight.

QUARANTINE AND OTHER REGULATIONS.

As Bombay at times is afflicted with nearly all infectious and contagious diseases that are known in the world, no general regulations as to quarantine are enforced. But at present, strict precautions are observed to prevent plague being brought into the city from infected districts. Europeans and European goods have not been subjected to inconvenience or disinfection, on this or any other account.

There are no laws or regulations of discriminating character that affect American vessels or American trade, goods, or business houses. Nor are Americans required to pay any taxes or excises that are not in like manner paid by British subjects.

Liberal patent, copyright, and trade-mark laws for the protection of the rights of British subjects, as well as of foreigners, are in force.

All goods imported into British India must be prominently marked, so as to show the countries of their origin or manufacture. The usual way of marking is as follows: "Made in America."

TRADE WITH THE UNITED STATES.

Any available statistics of imports of United States products or manufactures into India or exports from India to the United States are necessarily unreliable and misleading, for the reason that much of this trade is carried on through England or other European countries. This is largely due to the fact that there is no direct communication between the United States and India, excepting by vessels specially chartered to carry certain staple commodities. Large quantities of Indian products and manufactures are purchased in England by American merchants, and, in the same manner, many United States goods reach the markets of the East.

SHIPPING.

The number and tonnage of vessels engaged in foreign trade that entered and cleared with cargo at the ports of Bombay and Kurrachee for three years before March 31, 1897,* as reported by the statistical bureau of the government of India, were as follows:

BOMBAY.

Year.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
1894-95	632	1,245,430	415	51,542	452	897,510	331	45,010
1895-96	626	1,231,751	412	43,145	464	926,500	318	36,828
1896-97	566	1,126,026	315	37,620	436	873,753	211	26,717

KURRACHEE.

1894-95	117	160,540	210	18,304	190	317,977	214	16,511
1895-96	126	186,110	271	22,781	195	339,713	302	15,897
1896-97	141	232,756	202	16,753	126	199,019	166	12,249

* The fiscal year is from April 1 to March 31.

Imports and exports of the ports of Bombay and Kurrachee from January 1 to December 31, 1896.¹

	Bombay.		Sind (Kurrachee).	
	Rupees.	United States equivalent.	Rupees.	United States equivalent.
IMPORTS.				
Merchandise from foreign countries, exclusive of Government stores.....	291,938,345	\$34,161,185	44,860,828	\$12,897,170
Treasure, exclusive of Government.....	106,301,267	30,566,212	3,159,281	910,661
EXPORTS.				
Foreign goods.....	36,809,302	10,574,212	7,024,910	2,018,256
Indian produce and manufacture.....	335,756,263	106,372,159	35,247,048	10,146,476
Total foreign and Indian merchandise.....	372,565,565	107,038,086	42,271,958	12,164,732
Treasure, other than Government.....	39,426,245	11,327,149	651,563	187,202

¹ NOTE BY BUREAU OF FOREIGN COMMERCE.—The reductions to United States currency in the statements of trade have been made on the basis of the exchange value of the rupee as given by the consul. See paragraph "Value of Indian rupee" at end of report. The average value of the rupee for the year 1896 was \$0.28.73.

Trade of Bombay and Sind (Kurrachee), via Suez Canal, for the year 1896.

	Bombay.		Sind (Kurrachee).	
	Imports.	Exports.	Imports.	Exports.
Merchandise:	Rupees.	Rupees.	Rupees.	Rupees.
Private.....	225,855,442	171,615,399	40,006,110	39,709,855
Government.....	6,491,690	33,177	16,355,967	2,100
Treasure, private.....	79,054,539	21,286,778	2,639,411	NIL.

Imports and exports of treasure at Bombay during the year 1896 (Bombay Chamber of Commerce Report).

	Imports.		Exports.	
	Rupees.	United States equivalent.	Rupees.	United States equivalent.
GOLD.				
Bullion.....	23,767,024	\$6,828,266	21,147,469	\$6,075,668
Sovereigns and half sovereigns.....	13,087,118	3,623,583	330,894	92,193
Other coin.....	2,686,966	771,965	454,724	130,642
Total.....	39,521,108	11,223,814	21,923,087	6,308,503
SILVER.				
Bullion.....	62,170,638	17,161,618	164,280	47,198
Dollars.....	786,146	218,060	5,642,351	1,621,047
Government of India rupees.....	4,151,541	1,192,738	11,686,322	3,357,480
Other coin.....	4,969	1,428	45,372	13,035
Total.....	67,113,294	19,274,844	17,538,325	5,038,760
Grand total.....	106,634,402	30,498,658	39,461,412	11,347,263

Import and export duty collected at Bombay and Sind (Kurrachee) for the year 1896.

	Bombay.	Sind (Kurrachee).
	Rupees.	Rupees.
Gross amount of import duty collected (including salt).....	15,977,193	2,302,315
Gross amount of export duty collected, grain and pulse (on rice and rice flour).....	297,000	58,071

Exports of cotton, wool, wheat, seeds, and myrobalans from Bombay to Europe (including Port Said for orders) during the year 1896.

Articles.	Quantity.
Cotton.....	F. P. bales..... 772,258
Wool.....	do..... 58,530
Linseed.....	cwt..... 3,214,618
Rapeseed.....	do..... 1,495,463
Gingelly seed.....	do..... 1,186,842
Wheat.....	do..... 1,429,572
Myrobalans.....	do..... 839,314

¹ Including goat hair.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.

Quantity and value of the principal articles imported in the year ending December 31, 1896.

[United States currency in round numbers.]

Articles.	Quantity.	Value.	
		Rupees.	United States currency.
Apparel (including haberdashery, millinery, etc.).....	.....	6,423,095	\$1,800,000
Arms, ammunition, etc.....	.....	516,197	149,000
Building and engineering materials.....	.....	597,031	173,000
Cabinetware and furniture.....	.....	538,588	156,000
Candles.....	pounds..... 1,185,229	364,931	115,000
Clocks and watches.....	number..... 125,298	997,578	289,000
Coal, coke, and patent fuel.....	tons..... 479,229	9,235,844	2,678,000
Cotton:			
Twist and yarn.....	pounds..... 11,592,951	7,768,708	2,252,000
Piece goods.....	yards..... 534,378,886	73,102,930	21,199,000
Shawls and handkerchiefs.....	number..... 9,400,791	882,411	255,000
Lace, nets, hosiery, etc.....	.....	2,016,402	584,000
Chemical products and preparations.....	.....	1,728,372	491,000
Drugs and medicines.....	.....	2,411,495	699,000
Dyeing and coloring materials:			
Aniline and alizarine dyes.....	pounds..... 6,515,264	5,630,630	1,632,000
Aniline, other sorts.....	cwt..... 12,896	1,004,218	291,000
Earthenware and porcelain.....	.....	890,495	258,000
Fireworks.....	.....	451,200	130,000
Glass.....	.....	4,267,918	1,237,000
Gums and resins.....	cwt..... 70,663	889,509	256,000
Hides and skins:			
Hides.....	number..... 11,613	40,210	12,000
Skins.....	do..... 736,369	786,337	227,000
Instruments and apparatus.....	.....	1,640,048	475,000
Ivory, unmanufactured.....	pounds..... 362,551	2,335,002	675,000
Jewelry, precious stones, pearls, etc.....	.....	5,938,219	1,722,000
Leather (including saddlery, etc.).....	.....	1,430,178	414,000
Leather boots and shoes.....	pairs..... 159,774	632,572	183,000
Liquors:			
Ale, beer, and porter.....	gallons..... 862,811	1,199,791	347,000
Spirits, wines, etc.....	do..... 510,606	3,972,195	1,151,000
Machinery and millwork.....	.....	12,950,266	3,755,000
Matches, lucifer and others.....	.....	1,186,528	343,000
Metals (excluding hardware and cutlery).....	tons..... 103,493	24,570,388	7,125,000
Metals, hardware and cutlery.....	.....	6,569,523	1,904,000
Oil:			
Kerosene.....	gallons..... 18,191,657	9,448,279	2,710,000
Other sorts.....	do..... 1,371,271	1,525,457	427,000
Paints and colors (excluding painters' materials).....	cwt..... 114,442	1,354,185	389,000
Paper and pasteboard.....	.....	2,575,530	721,000
Perfumery.....	.....	172,002	47,000
Provisions.....	.....	6,525,026	1,827,000
Railway plant and rolling stock.....	.....	10,257,600	2,872,000
Silk:			
Raw.....	pounds..... 2,201,456	7,980,164	223,000
Piece goods (including silk mixed with other materials).....	yards..... 12,162,315	9,792,250	274,000
Goods, other sorts.....	.....	1,657,131	463,000
Spices.....	pounds..... 13,496,628	2,056,248	575,000
Sugar, refined and unrefined.....	cwt..... 1,591,276	18,943,479	5,304,000
Tea.....	pounds..... 8,328,369	5,575,541	1,581,000
Tobacco, cigars, etc.....	do..... 439,123	605,017	169,000
Umbrellas.....	number..... 1,500,327	1,430,356	400,000
Woolen piece goods.....	yards..... 7,334,383	6,235,907	1,751,000
Woolen goods, other sorts.....	.....	1,055,216	295,000
All other articles.....	.....	22,755,081	6,371,000
Total.....	.....	232,939,724	84,161,582

Quantity and value of the principal articles exported in the year ending December 31, 1896.

Articles.	Quantity.	Value.	
		Rupees.	United States currency.
INDIAN PRODUCE AND MANUFACTURES.			
Coffee.....cwt.	9,125	594,160	\$116,000
Coir, manufactured and unmanufactured (excluding ropes).....cwt.	41,931	342,530	101,000
Cotton:			
Raw.....do.	3,858,954	103,043,964	28,852,000
Twist and yarn.....pounds.	196,596,997	72,575,457	21,021,000
Piece goods.....yards.	60,462,142	8,102,719	2,298,000
Shawls, handkerchiefs, hosiery, etc.....		618,154	173,000
Dyeing and coloring materials:			
Myrabollams.....cwt.	838,126	3,607,883	1,009,000
Other sorts.....do.	28,314	1,844,432	516,000
Grain and pulse:			
Rice.....do.	855,428	4,762,204	1,333,000
Wheat.....do.	1,493,006	6,472,104	1,812,000
Other sorts.....do.	948,561	3,494,888	978,000
Hides and skins:			
Hides.....number.	271,468	1,270,663	355,000
Skins.....do.	4,216,452	5,925,546	1,669,000
Oils.....gallons.	318,015	673,166	188,000
Opium.....cheets.	22,119	30,274,828	8,476,000
Seeds:			
Linseed.....cwt.	3,215,880	22,149,616	6,201,000
Rape.....do.	1,401,059	9,773,160	2,728,000
Gingelly.....do.	1,180,212	9,691,687	2,697,000
Poppy.....do.	559,053	4,500,327	1,290,000
Groundnuts.....do.	661,160	4,743,851	1,328,000
Other sorts.....do.	1,175,159	7,210,965	2,018,000
Spices.....pounds.	8,338,345	1,682,254	490,000
Sugar, refined and unrefined.....cwt.	31,187	345,097	100,000
Tea.....pounds.	3,377,148	2,313,966	670,000
Tobacco, cigars, etc.....do.	7,670,681	968,237	280,000
Wool, raw.....do.	14,968,429	7,017,508	1,965,000
Woolen shawls.....number.	3,212	158,799	45,000
All other articles.....		21,660,468	6,278,000
Total.....		335,758,663	96,463,468
FOREIGN MERCHANDISE.			
Cotton:			
Twist and yarn.....pounds.	1,274,148	884,945	241,000
Piece goods.....yards.	74,639,596	13,908,539	4,133,000
Shawls and handkerchiefs.....number.	1,425,373	269,425	78,000
Lace, thread, etc.....		343,998	99,000
Gums and resins.....cwt.	46,801	765,440	221,000
Ivory, unmanufactured.....pounds.	174,346	1,000,468	287,000
Provisions.....		969,540	280,000
Silk:			
Raw.....pounds.	90,680	258,405	72,000
Piece goods (including silk mixed with other materials).....yards.	1,365,671	925,667	260,000
Sugar, refined.....cwt.	174,566	2,156,943	612,000
Tea.....pounds.	5,757,306	4,671,850	1,308,000
Wool, raw.....do.	2,622,172	1,182,200	333,000
Woolen piece goods.....yards.	451,817	458,252	131,000
Woolen shawls, etc.....		65,263	19,000
All other articles.....		8,998,367	2,565,000
Total.....		26,809,302	10,575,312
Grand total.....		372,567,965	107,038,775

Foreign trade of Bombay and Sind (Kurrachee) from January 1 to June 30, 1897.

	Bombay.		Sind (Kurrachee).	
	Rupees.	United States currency. ¹	Rupees.	United States currency. ¹
IMPORTS.				
Merchandise: Foreign goods (exclusive of Government stores).....	110,379,122	\$34,482,437	18,367,222	\$5,737,920
Treasure (exclusive of Government)....	64,206,704	20,068,174	1,371,061	428,335
EXPORTS.				
Merchandise:				
Foreign goods (exclusive of Government stores).....	12,640,645	3,948,937	3,157,872	986,519
Indian produce and manufacture....	141,163,451	44,066,338	17,790,565	5,567,773
Total foreign and Indian.....	153,794,096	48,045,275	20,948,437	6,534,292
Treasure (exclusive of Government)....	21,611,785	6,751,521	12,038	3,790

¹ Taking the exchange value of the rupee, December 30, 1896, as \$0.31.24.

VALUE OF THE INDIAN RUPEE.

In consequence of fluctuations in the value of silver and in rates of exchange on England between rupees and sterling, the value of the Indian rupee is a very uncertain quantity.

The gold value of the silver rupee, as established quarterly by the United States Mint for the year 1896, was as follows:

	Cents.
January 1, 1896.....	23.3
April 1, 1896.....	23.4
July 1, 1896.....	23.6
October 1, 1896.....	23.3
January 1, 1897.....	22.5

The exchange value of the same at Bombay for the same period, as recorded by the Bombay Chamber of Commerce, was for bank demand bills on London:

Week ending—	Shillings.	Cents.
January 3, 1896.....	1-2 $\frac{1}{4}$	= 28.45
April 2, 1896.....	1-2 $\frac{1}{8}$	= 29.02
July 2, 1896.....	1-2 $\frac{1}{4}$	= 28.70
October 2, 1896.....	1-2 $\frac{3}{4}$	= 28.77
December 30, 1896.....	1-3 $\frac{1}{2}$	= 31.24

The value of £1 being taken at \$4.8665.

S. COMFORT, *Consul.*

BOMBAY, September 24, 1897.

CEYLON.

I would call attention to the local import duty on kerosene oil, which, at 0.25 rupee per gallon,* amounts to practically 50 per cent. ad valorem.

This duty, whether intentionally or not, operates unfavorably against case oil from the United States in competition with Rothschilds bulk oil from Batoum (Russia), inasmuch as the latter receives

* According to the quarterly valuations of the United States Director of the Mint, the average value of the rupee in 1896-97 was \$0.229. At this rate 0.25 rupee = 5.7 cents.

immense help from the Government in the way of landing, installing, and railway transport facilities, as mentioned in my annual report for 1896.

W. MOREY, *Consul.*

COLOMBO, *September 3, 1897.*

Imports at Ceylon for the fiscal year 1897.

[Reduction of local currency to American money is made at 4 rupees per dollar.]

Description.	Value entered.	Amount of duty.	Countries whence imported.
Acids	\$4,440	\$1,152	Great Britain, British India, and Japan.
Animals	761,309	Free.	Australia and British India.
Arms and ammunition	57,679	9,876	Europe and United States.
Asphalt	654	27	Great Britain.
Beef and pork, salted	3,932	109	Europe and British India.
Books and maps	38,085	Free.	Europe, British India, and United States.
Boots and shoes	15,482	998	Do.
Butter	62,011	964	Europe and British India.
Candles	5,329	346	Do.
Casks, shooks, and staves	73,859	Free.	Do.
Cement	49,330	2,996	Do.
Cheese	20,103	525	Europe and Australia.
Clocks and watches	18,406	1,199	Europe, British India, and United States.
Coal and patent fuel	1,929,308	Free.	Great Britain, India, Australia, and Japan.
Cotton goods	594,947	32,794	Europe, British India, and United States.
Earthenware	87,890	4,416	Europe, British India, and Japan.
Fish, canned and salted	505,049	2,672	Europe, British India, and United States.
Flour and wheat	246,371	21,952	Europe, British India, and Australia.
Glass and glassware	30,856	1,904	Europe and British India.
Grain, barley and gram	149,518	17,343	Do.
Paddy and rice	7,223,999	593,626	British India and French India.
Indian corn	84	7	Do.
Oats	7,351	655	British India and Australia.
Pease	42,934	3,831	British India.
Haberdashery and millinery	330,432	21,296	Europe and United States.
Ham and bacon	18,258	474	Europe and Australia.
Instruments:			
Musical	13,699	888	Europe, British India, and United States.
Optical	529	34	Europe and British India.
Scientific	2,049	Free.	Do.
Machinery	131,059	Free.	Do.
Malt liquors, in bottle and wood	114,683	8,627	Europe.
Manures	67,029	Free.	Great Britain, British India, and French India.
Medicines	52,759	3,370	Europe, British India, and United States.
Medicines, patent	1,398	90	Great Britain.
Metals:			
Wrought iron	31,700	Free.	Europe.
Pig and sheet lead	374	Free.	Do.
Tin ingots	10,543	Free.	Do.
Zinc cakes	278	Free.	Do.
Steel blister	12,530	Free.	Do.
Steel, cast	424	27	British India.
Quicksilver	4,385	Free.	Europe.
Bronze	17,774	1,155	Europe and British India.
Brass ware	1,547	65	Europe.
Brass wire and nails	9,864	641	Europe and British India.
Copper ware	17,521	808	Do.
Copper nails and sheathing	295,715	98,804	Russia, United States, and British India.
Oil, kerosene	10,186	662	Great Britain, British India, and United States.
Saddlery and harness	47,201	3,059	Do.
Soap			
Spirits:			
Brandy	54,085	20,117	Europe.
Gin	42,931	35,327	Do.
Liquours	1,058	705	Do.
Rum	370	274	Do.
Whisky	148,867	80,658	Do.

Imports at Ceylon for the fiscal year 1897—Continued.

Description.	Value entered.	Amount of duty.	Countries whence imported.
Sugar:			
Refined, and candy	\$585,900	\$96,496	Europe, Hongkong, and British India.
Unrefined	37,665	4,884	British India.
Tobacco:			
Cigars	98,454	9,830	India. United States, Manila, and Europe.
Snuff	95	9	British India.
Manufactured	31,857	10,548	Europe and British India.
Unmanufactured	5,155	4,201	Straits Settlements and British India.
Wines	106,213	14,220	Europe, Australia, and United States.
Total	14,213,538	1,084,682	
Miscellaneous ¹	5,057,359	361,560	
Grand total	19,270,897	1,446,242	

¹ Including probably upward of 300 bicycles, worth about \$15,000.*Exports from Ceylon for the fiscal year ending June 30, 1897.*

[Reduction of local currency to American money is made at 4 rupees per dollar.]

Description.	Value, including costs and charges.	Countries whither exported.
Arrapo	\$458	British India.
Areca nuts	279,164	Europe and British India.
Bêche-de-mer	6,222	British India.
Birds' nests	632	China.
Cacao	275,362	Europe, United States, and far East.
Cardamoms	180,265	Do.
Chanks	17,400	British India.
Cinnamon	318,282	Europe, United States, and far East.
Cinchona bark	17,212	Europe and United States.
Coal and patent fuel	2,000,000	Reexported as steamer supplies.
Cocoanuts	156,220	Europe, United States, and far East.
Cocoanuts, desiccated	512,776	Do.
Coffee	430,282	Do.
Coir yarn and fiber	246,307	Do.
Copra	141,162	Do.
Coweries and shells	3,000	Great Britain and British India.
Hides and skins	75,540	Great Britain, British India, and United States.
Horns	22,709	Great Britain and British India.
Medicinal seeds, roots, and herbs	7,673	Europe and United States.
Oil:		
Essential	331,756	Do.
Cocoanut	1,519,906	Do.
Orchilla weed	54	Europe.
Plumbago	707,255	Europe and United States.
Poonac	135,421	To all countries.
Precious stones and pearls	17,393	Do.
Shark fins	6,772	British India and Straits Settlements.
Tea	10,459,044	To all countries.
Timber and wood:		
Ebony	12,726	Europe and British India.
Sapan	9,306	Do.
Satin	27,802	Europe and French India.
Ironwood	3,815	British India and French India.
Woods of other sorts	15,284	British India and United States.
Tobacco:		
Cigars	87	British India and Europe.
Unmanufactured	360,013	British India.
Miscellaneous	608,487	
Total	18,964,787	

Imports and exports between Ceylon and the United States for the fiscal year 1897.

Articles.	Imports.	Exports.
Apothecaries' ware	\$121	-----
Books	107	-----
Boots and shoes	367	-----
Cacao	-----	\$0,645
Carts and carriages	56	-----
Cartridges	2	-----
Chemicals	543	-----
Cinchona bark	-----	12,464
Cinnamon	-----	37,486
Cinnamon leaf oil (clove oil of commerce)	-----	1,311
Citronella leaf oil	-----	88,586
Clocks	447	-----
Cocoanut oil	-----	345,725
Coffee	-----	21,517
Coir yarn	-----	4,640
Coir fiber	-----	58
Cotton goods:	-----	-----
Unbleached	3,383	-----
Bleached	991	-----
Printed	626	-----
Desiccated cocoanut	-----	72,418
Haberdashery	291	-----
Hides, salted arsenic cured	-----	1,151
Kerosene and petroleum	37,793	-----
Lamps	15	-----
Linen goods	5	-----
Machinery	345	-----
Medicinal seeds	1	7,847
Musical instruments	45	-----
Perfumery	614	-----
Plumbago	-----	261,793
Provisions, unenumerated	467	-----
Rum	75	-----
Saddlery	274	-----
Salmon	147	-----
Sardines	20	-----
Sewing machines	625	-----
Soap	120	-----
Stationery	12	-----
Tamarind wood furniture	-----	80
Tea	-----	128,080
Tobacco, manufactured	3,445	-----
Watches	119	-----
Wines	11	-----
Total	51,066	989,801

Value of exports declared for the United States at Colombo and Point de Galle during the year-ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Cacao	\$2,035	-----	\$3,895	\$715	\$6,645
Cinchona bark	-----	\$4,196	3,010	5,258	12,464
Cinnamon	13,575	6,651	6,551	10,709	37,486
Cinnamon leaf oil	-----	-----	597	714	1,311
Citronella oil	29,596	17,328	21,649	20,013	88,586
Cocoanut oil	102,783	129,142	33,294	80,506	345,725
Coffee	10,487	-----	11,030	-----	21,517
Coir yarn	2,379	1,963	-----	328	4,640
Coir fiber	-----	-----	-----	58	58
Desiccated cocoanut	22,433	19,278	14,834	15,873	72,418
Hides, salted, arsenic cured	-----	-----	-----	1,151	1,151
Medicinal seeds	2,158	5,689	-----	-----	7,847
Plumbago	86,867	61,989	71,182	41,775	261,793
Tamarind-wood furniture	-----	-----	80	-----	80
Tea	22,640	36,226	32,468	34,746	128,080
Total	294,953	284,432	198,550	211,546	989,801

CHINA.

AMOY.

I have the honor to submit the following report on the condition of trade in Amoy, with one or two tables of statistics.

The condition of trade at Amoy, as well as the results shown at the close of the fiscal year, June 30, 1897, is most gratifying. With a few significant exceptions, the various branches which go to make up the gross value of the trade have shown a distinct advance over any previous year since the maximum of 1892 was reached.

IMPORTS AND EXPORTS.

Notwithstanding the decline and long-threatened extinction of the Amoy Inland tea trade, it still holds a considerable place in the exports, and the immediate future forebodes no material change. Formosa teas, all of which are marketed through this port, make up the loss and swell the totals in the year's business. In many cases in the following report, the period covered is for all of 1896 and sometimes for the first half of 1897. Wherever possible, the two periods have been covered by separate items, although it has not been practicable to secure the separate figures for the last half of 1896, without more time and labor than this office could devote to the subject.

America took no less than about \$3,734,597.15 (gold) worth of tea from this port alone during 1896, as against about \$2,574,919.20 (gold) worth for 1895. (The rate for Mexican dollars was 52.3 cents for 1896 and 55 cents for 1895, being the mean average for each year.)

In exports, the United States was the principal customer, while of the imports she supplied a very insignificant per cent. According to the system in vogue of handling our goods in this market, they are, with one or two exceptions, all classed as English goods, to the great injury of United States farmers and manufacturers. There simply are no statistics of the imports from America available, except those of kerosene oil, which comes direct to Amoy by sailing vessels. Even for that, this office is dependent upon the report of the Chinese customs. The bulk of the trade passes through Hongkong, an English colony, where the cargoes are landed and reexported to Chinese ports, and the goods are classed as English goods, and are so regarded by the merchants and consumers. This is particularly true of United States canned goods, bacon, hams, oatflake, etc. In case of kerosene, there is a noted exception. If one should give America credit for all the kerosene sold as our native product, our showing would be most gratifying. The record for 1896 shows an increase over 1895 of 120,000 gallons in case oils. There is a heavy falling off in the receipts of Russian oils. It is claimed that United States tins, after being emptied, are frequently filled with an inferior foreign oil, which is sold as American oil. Faulty cases or tins sometimes afford an excuse for the dealer tampering with the United States product as delivered, and a corresponding facility in perpetrating the fraud.

Cotton piece goods of all kinds exhibit an increase, especially in white shirtings, Turkey redds, lawns, and Japanese cotton cloth and crape. Formosa has afforded a steady market for many kinds of cotton goods locally manufactured from Bombay spinnings. These

importations for 1896 amounted to 65,990 piculs, or 8,776,670 pounds, a gain over 1895 of 15,242 piculs, or 2,027,186 pounds.

With the present low price of cotton in the United States and the thousands of idle spindles, it would seem that a fair proportion of these spinings might be supplied from the United States.

It is important in this connection to note that American cotton fabrics are preferred by the Chinese, and they buy them when possible to obtain them, even though they are sold at a much higher price than other importations. The wealthy Chinese would buy nothing else if they could secure the goods readily.

There are many evidences of increased prosperity among the native population, chief among which is the increase in importations of table luxuries, such as biche-de-mer, birds' nests, sharks' fins, etc. It is possible to account for much of this by the fact that many native merchants who have spent a few years in the Straits Settlements and Manila have accumulated fortunes and returned to their native land to live in luxury. Many others, dissatisfied with the Japanese rule in Formosa and apprehensive of the results, have come to Amoy and bought the finest foreign houses on the little island of Kulangsoo, which commanded fabulous prices, and have settled down among the foreigners.

There is an increasing market for United States flour. The fields formerly used for the cultivation of various grains, rice, and vegetables, are now largely given to the growth of the poppy. As a result, the staple article of food must come from abroad.

American flour can be imported at such a low figure, quality considered, that it is more economical than the native flour, which is prepared by a somewhat wasteful process. United States flour is slowly penetrating into the interior, though it is not making the progress one would like to see. Wheat goes begging for a market in the United States when right here, in this one country, might be found a market for millions of bushels annually. The great corn fields of the interior Western States could also find here a market for much of the surplus product.

Corn flour is used to a limited extent, and should receive the attention of the importer. It is both cheap and wholesome, two qualities essential to enable a product to gain a foothold in the Flowery Kingdom.

According to the reports of the imperial customs, there has been a steady increase of recent years in original shipments coastwise, indicating a general awakening of the natives and a disposition to benefit by contact with the foreigner. Unfortunately, this effect does not extend far to the interior, save along a few of the principal rivers. The shipments of sugar from this port to the north show an increase of 40,000 piculs (at 133 pounds to a picul, 5,320,000 pounds). As an evidence of the growing trade with the interior, transit passes for 1896 were issued to the number of 3,281, representing 714,341 haikwan taels (at mean rate, for 1896, say 80.6 cents for United States gold, \$575,758.84), as against 3,055 transit passes for the year before, representing 588,240 haikwan taels, or in United States gold, \$474,121.44, at the rate quoted above, or a gain of 20 per cent in one year.

TEA TRADE.

It is a well-known fact that much of the Amoy tea, as distinguished from the Formosa tea, is no longer marketed through this port. No

buyer goes to the interior now; yet this tea used to be a favorite with Americans. It is now exported to India, a tea-growing country. Teas popular in America are unpopular in England and Europe. Japan teas are seldom exported to England. Formosa and Amoy oolongs are now seldom sent to the British ports.

The black teas take their place, and, together with Ceylon and other southern teas, supply the trade. The clever dealers, catering to this taste, obtain the tea from the interior about Amoy, collect it at the neighboring port of Foochow; and after passing it through a firing process, during which certain chemicals play a prominent part, convert it into black teas called "Congon" and export it from Foochow, easily convincing the gullible consumers that this choice beverage is not the tabooed Amoy Oolongs. Thus it happens that from an annual product of 2,000,000 haikwan tael, grown near Amoy and exported ten or fifteen years ago, the whole is diverted as above, except about 200,000 haikwan tael or \$161,200 gold (exchanged at 80.6 cents October, 1896, rate). This loss is not wholly compensated for in the great increase in the Oolong of Formosa; still, the number and tonnage of vessels entering and clearing at this port continues to increase. The figures for 1896 are 992 vessels, aggregating 1,057,669 tons, entered, and 985 vessels, with 1,055,082 tons, cleared. The average size of the vessels entering this port has advanced from 910 tons in 1893 to 1,069 tons in 1896. For the first six months of 1897, the figures stand: Number of vessels 419, tonnage 417,069, entering; 402 vessels, tonnage 416,698, cleared. These figures show that, for the loss sustained in the tea trade, there have been compensations, and also prove that the natives can adapt themselves to new conditions. The new industries and the growth of the poppy instead of breadstuffs and cereals, with a corresponding willingness to rely upon the outside world to supply the necessities, open a field for United States farmers and planters which they should not be slow to appreciate. Numerous other items combine to make up the total of exports; among them, might be mentioned the sacred narcissus lily bulbs, which, five years ago, amounted to but 166,000 pieces, while the figures for 1896 reached the total of over 600,000. In the year previous to 1890, there was no record of such bulbs in the consulate.

GINSENG.

I wish to call especial attention to an article now imported from the United States to a limited extent and from Korea—ginseng. It is a native of Colorado, Wyoming, and Utah, as well as of other mountainous districts of America,* also of Korea and northern Asia. I do not exaggerate when I state that it is possible to market annually in China \$20,000,000 worth of these roots. They are now being grown in the United States to a limited extent, and prices obtained by the grower are entirely out of proportion to those realized by the thrifty exporter. It sells in Amoy at from \$25 to \$35 (Mexican) per pound. It costs in America from \$2 to \$3 (gold) or \$4 to \$6 (Mexican). Yet, at these figures, Amoy handled, during 1896, to the value of 109,823 haikwan tael, or \$88,517.34 United States gold (at 80.6 cents, October, 1896, rate) of these roots from America alone, and from Korea 54,867 haikwan tael, or \$44,222.80 United States gold.

* Including West Virginia, Ohio, and Minnesota.

The Korean article is much higher priced and more skillfully cured, although not otherwise superior in quality to the United States product. It was formerly bought from the Americans by Chinese dealers at a few cents per pound, and is still regarded as a profitable crop.

The discovery that the Chinese were making fortunes from these purchases caused an advance in the price, but the real facts and possibilities in this line seem never to have dawned upon the struggling farmers in the mountainous districts of America, so well adapted to the growth of the plant. I have searched in vain for a report upon the subject which afforded any idea of the field open here for American enterprise.* It seems to me that if our people realized that at least \$3 gold could be fairly demanded by the grower for every pound of well-cured root, the market would be practically unlimited, a new mine of wealth affording employment for a vast population would be opened, and the industry would tend to relieve the distress caused by the decline in the value of our carbonates and galenas.

The ginseng, a plant of the genus *Aralia*, somewhat resembles the horse-radish root. It grows wild in the mountains. The species *A. quinquefolium* is the article of export. It is used as an invigorating tea by all the wealthy Chinese, and as a medicine by the native physicians. It enters largely into the list of presents sent by the wealthy to friends and the articles exchanged between high officials. It is bought by the middle classes throughout the entire Empire, and even the poor peasants give up their hard-earned silver for this national panacea.

I hope that these facts may be brought to the attention of the chambers of commerce throughout the districts mentioned, in order not only that the possibilities may be disclosed, but that knowledge of the prices may be disseminated to protect those who most need the benefits to be derived from the industry.

A. BURLINGAME JOHNSON, *Consul*.

AMOY, July 29, 1897.

Summary of the value of imports from different countries during the year 1896.

From—	Value of imports in hankwan taels.	United States currency.
Hongkong	6,032,911	\$4,838,394.62
Singapore and Straits	1,237,728	992,657.86
United States of America	117,244	94,029.09
Russia, Odessa by sea	27,068	21,708.54
Japan	25,131	20,155.06
Formosa	14,577,508	3,671,161.42
Philippine Islands	12,361	9,913.52
Cochin China, Tokin, and Anam	185,946	149,128.09
Siam	30,110	24,148.22
Java	5,445	4,396.89
Other places	141,501	113,483.80
Chinese ports	94,045	75,424.09
Total	12,486,908	10,014,572.40

* Nearly all this reshipped to America.

* A series of reports on the subject were printed in Consular Reports No. 46, pp. 223-241.

Out of the above there was reexported as follows:

	Halkwan taels.	United States currency.
To the United States	4,404,564	\$3,532,484.30
To other countries	787,320	631,350.44
To Chinese ports	220,380	176,704.66

REMARKS.—There are numerous other articles of American manufacture and production found in the market, but they are so classified as to give the impression to the native consumers that they are English goods, because they do not come direct from America, but through Hongkong. They are watches, New Haven clocks, California tinned goods, tools and garden implements, hamis, bacons, lamps, stoves, and hundreds of others as well.

Summary of the value of exports to different countries during the year 1896.

To—	Declared value, in halkwan taels.	Reexports, in halkwan taels.	Total ex- ports and reexports, in halkwan taels.	United States gold at the rate 0.802 for 1896.
Great Britain	10,707	14,801	25,008	\$20,056.43
Singapore and Straits	486,199	28,800	512,499	411,024.198
British America	1,224	10	1,234	989.668
United States	222,934	262,443	585,577	469,472.354
Japan	107	—	107	85.814
Formosa	295,594	197,222	492,816	371,178.432
Philippine Islands	118,158	6,243	122,401	98,165.802
Cochin China, Tonkin, and Anam	20,170	239	20,409	16,368.018
Siam	41,962	1,718	43,710	35,055.430
Java	313,958	41,835	355,293	284,944.986
Hongkong	188,826	12,088	200,904	161,116.988
Chinese ports	1,154,844	82,323	1,187,167	952,107.934
Grand total	2,822,713	694,202	3,516,915	2,820,565.834

NOTE.—The value of different articles is given in a separate table by the Chinese customs, but this same table contains no information as to the destination of the different articles exported, except in the summary as given above.

Navigation at the port of Amoy for the year ending December 31, 1897.

Flag.	Entered.						Cleared.					
	Steamers.		Sailing vessels.		Total.		Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	751	857,769	18	11,494	769	869,263	749	856,584	14	9,193	763	869,315
American	4	11,073	3	3,468	7	14,541	4	11,099	3	3,468	7	14,507
German	77	75,982	17	7,966	94	83,948	77	75,917	14	6,417	91	82,334
Dutch	6	8,353	—	—	6	8,353	6	8,353	—	—	6	8,353
Danish	6	3,400	—	—	6	3,400	6	3,400	—	—	6	3,400
Norwegian and Swed- ish	23	14,420	2	1,022	25	15,442	23	14,420	3	1,969	26	15,789
Siamese	—	—	1	509	1	509	—	—	1	509	1	509
Japanese	1	1,186	—	—	1	1,186	1	1,186	—	—	1	1,186
Chinese	64	59,450	19	1,827	83	61,277	65	61,078	19	1,827	84	62,905
Total	932	1,031,585	60	26,086	992	1,057,769	931	1,031,707	54	23,341	985	1,055,048

FROM JANUARY 1 TO JUNE 30, 1897, INCLUSIVE.

British	330	348,355	9	4,683	339	353,088	329	347,077	10	5,041	339	352,118
American	3	8,533	4	2,690	7	11,223	3	8,533	3	1,187	6	9,670
German	17	13,610	5	2,276	22	15,886	17	13,610	5	2,276	22	15,886
Danish	9	3,968	—	—	9	3,968	9	3,968	—	—	9	3,968
Norwegian and Swed- ish	7	5,937	—	—	7	5,937	7	5,937	2	700	9	6,637
Austrian	2	3,708	—	—	2	3,708	2	3,708	—	—	2	3,708
Japanese	4	5,833	—	—	4	5,833	6	6,361	—	—	6	6,361
Chinese	28	17,451	1	25	29	17,476	29	17,476	1	874	30	18,350
Total	400	407,395	19	9,674	419	417,069	402	406,670	21	10,028	423	416,998

CLEARED.

STEAMERS.		STEAMERS—continued.	
For—		Tugs.....	6
Coast ports	104	Total	402
Hongkong	30	Remaining in port	2
Hongkong, via Swatow	84	Total	404
Straits	43		
Manila	14		
Salgon	5		
Iloilo	1		
Tonkin	1		
Hongay	1		
London	9		
San Francisco	4		
Tacoma	3		
New York	7		
Vancouver	1		
Seattle	1		
Japan	1		
Tamsui	63		
Tainan	22		
Change of flag	1		
Cruise	1		

SAILING VESSELS.

For—	
Coast ports	7
Hongkong	4
Straits	1
Japan	4
Tamsui	1
Tainan	5
Total	32
Remaining in ports	3
Grand total	429

IMPORTS.

Import of opium from foreign countries and Chinese ports during the first six months of 1897, as compared with the same period of 1896.

Description.	1896.		1897.	
	Piculs.	Pounds.	Piculs.	Pounds.
Opium:				
Malwa	36.80	4,900	35.74	4,700
Patna	1.20	160	3.65	480
Bernares	928.40	123,700	1,050.05	140,000
Persian	752.60	100,800	1,227.02	163,400
Other sorts	15.00	2,000		
Native opium:				
Kiangsu	6.21	820		
Szechuan	272.80	36,300	315.31	42,000
Yunnan	128.66	17,100	182.60	24,000

Native opium appeared for the first time in 1895, and the import is now increasing rapidly year by year. Nevertheless, it has no perceptible influence over the import of the same article from India, and the latter is also increasing, showing that the demand is greater than in former years and the number of opium smokers is increasing to an alarming extent.

Import of cotton goods from foreign countries and Chinese ports during the first six months of 1897, as compared with same period of 1896.

Description.	1896.	1897.
Shirting:		
Gray	pieces 12,071	14,615
White	do 23,130	24,201
Dyed	do 1,747	3,742
Dyed brocaded	do 2,764	2,829
T cloths	do 24,908	27,088
Drills	do 311	368
Turkey red shirtings	do 4,070	4,132
Cotton yarn, Indian	piculs 30,150	28,031

¹ The picul is equal to 133½ pounds avoirdupois.

An improvement over the figures of 1896 is found in every item under this head, except that of Indian cotton yarn. The reason for the latter's decline is perhaps due to the cheap cotton goods imported from Japan, which make native weaving a very unremunerative industry.

The different factories that sprang up within the last year in the northern ports had no effect upon the market here.

Imports of woolen goods from foreign countries and Chinese ports during the first six months of 1897, as compared with same period of 1896.

Description.	1896.	1897.
Camelets pieces	1,416	1,621
Lastings do	340	374
Spanish stripes do	387	444
Lusters, figured do	50	25

An improvement is found under this heading also, with the exception of figured lusters, which have found no favor with the Chinese.

Imports of metals.

Description.	1896 (six months).		1897 (six months).	
Iron:	<i>Piculs.</i>	<i>Pounds.</i>	<i>Piculs.</i>	<i>Pounds.</i>
Nail rod	403	53,700	465	61,900
Sheet-plate	28	8,700	73	9,700
Old	1,709	227,800	724	96,500
Tin, in slabs	7,143	952,000	4,228	563,700
Lead, in pigs	2,829	377,000	948	128,400
Quicksilver	137	18,000	80	10,600

Except nail-iron rods, which are as indispensable as rice and tea to Chinese, all the other items suffered a marked decline; notably lead, which is used for lining tea boxes. This is due to two causes, (1) the disappearance of the Amoy tea trade and (2) the direct importation of lead into Formosa.

Imports of oil.

Description.	1896 (6 mos).	1897 (6 mos).
Kerosene oil:		
American gallons..	924,500	771,400
Russian do	129,410	400,000
Russian, in bulk do	657,255	384,285
Sumatra do	86,000	480,800

The decline in United States oil is very notable and was expected, but its rapidity ought to stir some of the oil producers at home. The prospect for American oil once appeared very gloomy, and, indeed, serious enough to induce the agents in Amoy to import and sell the Russian oil side by side with the American.

The decline has been from 1,400,000 gallons for the six months of 1894, when the Russian oil was first introduced in bulk, down to 771,400 gallons in 1897. There are two formidable rivals, the Russian and Sumatran. Both undersell that from America. For nearly two years, the poorer people in the interior used nothing but the Russian oil, because it is 15 per cent cheaper than that from the United States; but it was reported to me lately that the people have gone back to the American oil. The price has suddenly gone up 20 per cent, and our oil is in great demand, while a large stock of Russian oil here has had no buyers for a long time.

Complaints have been repeatedly lodged in this consulate by agents of the United States oil against the agents of the Russian for making use of the empty American oil tins to fill with the Russian oil and sell them to the unsuspecting Chinese as United States oil; but the agents

of the Russian oil deny any knowledge of this, and allege the practice to be purely a trick of the Chinese brokers. This is quite true, and the American oil producers have suffered a great deal and will continue to suffer, until China enacts a patent law and enforces it in the interior as well as in the treaty ports. But this is too much to expect, and we must protect our interests with the best means available at present.

Imports of foreign goods.

Description.	1896.		1897.	
	<i>Piculs.</i>	<i>Pounds.</i>	<i>Piculs.</i>	<i>Pounds.</i>
Biche de mer.....	1,754	233,800	1,686	224,800
Cotton, raw.....	5,343	712,600	8,672	1,166,000
Flour.....	62,426	8,323,000	24,193	3,225,700
Mangrove bark.....	4,466	595,000	5,566	742,000
Mats, tea.....	¹ 514,705		¹ 407,610	
Oilnuts.....	596	79,000	3,961	523,000
Rattans.....	1,248	166,000	1,612	214,900
Rice.....	397,940	53,068,600	34,869	4,649,000
Sandalwood.....	200	26,600	313	41,700
Sanpan wood.....	689	91,800	975	130,000
Tea:				
Black oolong.....	40,126	2,683,000	39,300	5,240,000
Black pouchong.....	1,788	237,000	2,993	399,000

¹ Pieces.

A general decline is found in all the articles under this heading as compared with the returns of 1896 for the same period, and the reason is not very difficult to find. Of course, the rise in gold has driven many merchants who import their goods mostly from England and the United States to very close quarters, and a general increase in price has had to be inaugurated. On account of the low exchange and the rise in wheat, Chinese cakes have gone up more than 10 per cent. It is no wonder, then, that flour had to go down so notably. Other foreign imports suffer for the same reason.

Imports of native goods.

Description.	1896.		1897.	
	<i>Piculs.</i>	<i>Pounds.</i>	<i>Piculs.</i>	<i>Pounds.</i>
Native sundries:				
Bean cake.....	362,942	48,362,000	381,289	50,832,000
Beans and pease.....	220,520	29,402,000	209,080	27,875,000
China root.....	27	3,600	160	21,000
Cloth, native and nankeens.....	828	110,400	369	47,900
Cotton, raw.....	3,420	456,000	4,611	614,800
Fungus.....	157	22,000	305	40,600
Groundnuts cake.....	5,563	740,400	4,233	564,400
Hemp.....	113	15,000	399	53,000
Iron wire.....	63	7,000	86	5,000
Lily flowers, dried.....	1,297	172,900	811	106,000
Manure cake.....	1,939	253,500	948	126,400
Medicine.....	¹ 11,125	² \$9,022	¹ 8,276	² \$6,115
Rice.....	256,766	34,235,400	54,362	7,248,000
Samshu.....	4,774	636,500	2,008	267,000
Seed, sesamum.....	1,060	140,000		
Silk, piece goods.....	112	14,900	125	16,600
Tea, black oolong.....	121	16,000	54	7,200
Tobacco, leaf.....	2,930	390,600	5,332	710,900
Vermicelli.....	4,751	633,400	3,885	523,000
Wheat.....	36,959	4,927,800	61,979	9,263,500

¹ Value in haikwan taels.

² Taking the mean value of the haikwan tael for 1896 as 81.1 cents and for 1897 as 73.9 cents, United States currency.

In imports of native sundries, the most important articles are bean cake for manuring purposes; beans and pease, as staple articles of food; and rice. The use of wheat is increasing in favor every day, but that from California, except when manufactured into flour, is so

dear that the merchants have to depend entirely upon the import from the north. Of these articles, Siam and Tonkin contribute large shares, and the United States can easily secure the market, provided the prices can be brought down to meet the demand of common people. United States flour is more than 20 per cent higher than that from the northern provinces and Hongkong. However, the rich people prefer the flour and wheat from America to any other, and the prospect for American wheat is better than ever. A perceptible decline in the imports is noticeable on account of the rise in exchange. Hence the return on these articles is placed under the head of "Native sundries."

In coal, since the competition of a cheaper article from Japan, the natives have given up this industry, and its imports ceased in 1895. The local government is active in the attempt to revive coal mining in the vicinity of Amoy, and this time with modern appliances. Two German mining engineers have been sent by the authorities to prospect the neighboring districts, and their reports are said to be very favorable. Therefore, we expect that Amoy may become in a short time one of the most important coal stations in the world. If the Chinese Government could be induced to utilize foreign capital, there is a great field for American enterprise. For this purpose, my predecessor, General Kemper, made several overtures to the Taotai here, but the push was not strong enough to inspire the Chinese with confidence; hence they resulted in failure.

Exports (including reexports) to foreign and Chinese ports during the first six months of 1897, as compared with same period of 1896.

Articles.	1896.		1897.	
		Pounds.		Pounds.
Bags, hemp.....pieces	336,625		271,507	
China ware:				
Fine.....piculs	7	900	39	5,200
Coarse.....do	9,290	234,600	6,056	807,500
Cloth, native and nankeens.....do	796	108,100	275	36,600
Garlic.....do	6,378	850,400	6,172	822,900
Grass cloth, fine.....pieces	120		55	
Hemp:				
Fiber.....piculs	1,508	201,000	2,636	251,400
Sacking.....pieces	182,602		152,800	
Ironware.....piculs	3,984	531,000	2,782	371,900
Joss sticks.....do	695	92,600	724	96,500
Lung-ngans, dried.....do	2,871	382,700	1,660	221,300
Opium:				
Native Fokein.....do	15	2,100	5	600
Szechuan.....do	15	2,000	23.50	3,100
Yunnan.....do			.75	100
Paper:				
First quality.....do	5,922	789,600	7,774	1,036,500
Second quality.....do	21,196	2,826,000	19,200	2,560,000
Preserves.....do	5,812	774,900	2,968	395,700
Sugar:				
Brown.....do	57,144	7,619,000	27,948	3,726,400
White.....do	4,750	633,000	2,278	313,700
Candy.....do	43,623	5,816,300	36,272	4,702,900
Tea:				
Oolong.....do	33,559	4,484,500	6,198	826,400
Pouchong.....do	759	102,300	1,312	174,900
Souchong.....do	33	4,400	61	8,000
Tobacco, prepared.....do	7,501	1,000,400	9,358	1,247,700
Umbrellas, paper (kittysols).....pieces	313,410		320,430	
Vermicelli.....piculs	5,206	694,000	4,378	583,700
REEXPORTS.				
Opium:				
Malwa.....piculs	3	41,200		
Persian.....do	47.32	6,800	4.17	500
Native, Szechuan.....do			10.50	1,400
Tin, in slabs.....do	3,197	426,000	1,613	215,000
Kerosene oil, American.....gallons			470	
Mangrove bark.....piculs	410	54,800		
Tea, pouchong.....do	13	1,700		

REMARKS ON EXPORTS.

Under this table, only goods shipped by steamships and sailing vessels are recorded. It represents but a portion of the entire trade of Amoy. Although the native junks have been driven away from the ocean, they still hold a very respectable share of the trade actually done. They run between the inland towns and ports on the China coast and Formosa. They carry cheap cargoes, such as bricks, tiles, timbers, rice, bean cakes, and kerosene oil, and are considered good competitors against steam. They have also the advantage of trading with unopened ports.

The most notable article of export for the six months under review is sugar. The quantity shipped to foreign countries reached nearly 20,000,000 pounds. Next come umbrellas, which figured at or over 300,000 pieces.

A very little tea was exported to the United States, and the figures in the table were the amount shipped to England and India. The latter country, I understand, uses the same for mixing with Indian native produce. This same Amoy tea used to be the favorite with Americans, until adulteration was found in it, and then the merchants turned their attention to the Formosa oolong. About ten years ago, a few thousand chests were shipped to the United States as an experiment, and it was found to be the best tea ever sent from China. Consequently, the exports increased in bounds, until the Amoy oolong had nearly disappeared from the market a year or two ago.

The American ginseng is not found in the tables, because this article is classed under seasonable goods which are imported in certain months of the year. The same is true of narcissus in export, which is shipped to America about July and August.

A. BURLINGAME JOHNSON, *Consul*.

AMOY, October 28, 1897.

CANTON.

In pursuance to instructions contained in Department's circular dated August 10, 1897, I have the honor to transmit herewith a report touching the commerce and industries of this consular district, as follows:

The consular district of Canton embraces the two southernmost provinces of the Chinese Empire, Kwangtung and Kwangsi, literally the Broad East and the Broad West, with a population estimated between twenty and twenty-five millions, including also the Island of Hainan.

EXPORTS.

The value of declared exports to the United States from this port was, from July 1, 1896, to June 30, 1897, both dates included, \$3,751,332.73, a decrease of \$543,739.53 as compared with the previous year. This decrease was probably due to the disturbed commercial relations, caused by the anticipation of the new tariff act of this year.

IMPORTS.

There are no direct imports from the United States to this port. These are effected chiefly through Hongkong. Hence, it is a most

difficult matter to obtain correct statistics as to the value of these imports. But a rough estimate of these imports for the calendar year of 1896 is given in the subjoined table, believed to be approximately correct.

Estimated value of imports from the United States.

Articles.	Taels.	United States currency. ¹	Articles.	Taels.	United States currency. ¹
Shirting, white	125,251	\$91,400	Ginseng, clarified and crude	27,459	\$20,000
Drills, American	1,135	800	India-rubber shoes	11,132	8,100
Chintzes and furnitures	8,732	2,700	Sewing machines	370	270
Blue mottles	27	19	Meats, preserved and dried	1,498	1,080
Cottonades	108	77	Condensed milk	4,380	3,200
Cotton flannel	194	140	Kerosene	23,395	20,900
Broadcloth	7,005	5,100	Perfumery	3,087	2,280
Alpacas, merinos, and blankets	1,795	1,300	Preserves	817	570
Canvas	523	380	Raisins	3,356	2,440
Quicksilver	10,696	7,800	Sago	22,166	16,140
Awabi	15,599	11,300	Soap	4,273	3,110
Pearl barley	5,480	4,000	Household stores	3,398	2,470
Biscuits	741	540	Matches	364	285
Clocks	1,787	1,280	Paraffin wax	1,516	1,100
Flour	542,080	395,700	Total	828,331	

¹ The reductions to United States currency (round numbers) in this report have been made on the basis of the valuation of the tael given by Vice-Consul Alf—73 cents.

In the following table is given the summary of the trade in foreign goods at the port of Canton for 1896:

	Haikwan taels.	United States currency.
Imports from—		
Hongkong	11,496,169	\$8,385,200
Japan	79,636	58,100
Cochin China, Tonkin, and Annam	429,879	313,800
Siam	137,913	100,670
Other places	24,161	17,630
Total from foreign countries	12,157,757	8,875,100
Imports from Chinese ports	150,669	109,680
Total foreign imports	12,308,426	8,984,780

Of the above imports, the sum of 105,346 haikwan taels (\$79,818) was reexported to foreign countries and Chinese ports, leaving a net total of foreign imports amounting to 12,199,086 taels (\$8,905,000).

Summary for the port of Swatow.

	Haikwan taels.	United States currency.
Imports from—		
Hongkong	8,125,434	\$5,931,460
Singapore and Straits	88,436	64,550
United States	37,479	27,360
Russia (Odessa by sea)	27,830	20,300
Japan	160,867	117,430
Cochin China, Tonkin, and Annam	169,945	124,050
Siam	8,362	2,470
Formosa	86,739	26,810
Total from foreign countries	8,650,122	6,315,430
Imports from Chinese ports	289,524	211,250
Total foreign imports	8,939,646	6,526,680

The total foreign reexports amounted to 80,708 taels (\$58,900), leaving a net total of foreign imports of 8,858,938 haikwan taels (\$6,467,780).

There are no statistics available showing the value of goods imported to this port for 1897, but a table is herewith subjoined showing the quantity of goods imported from the United States to Canton up to June 30, 1897. Of course, it is only an estimate in this case, as well as in the table of imports above.

Articles.	Quantity.	Articles.	Quantity.
White shirting .....pieces..	27,899	Quicksilver.....pounds..	10,000
Drills.....do.....	79	Flour (wheat).....do.....	6,800,800
Chintz and furniture.....do.....	1,575	Ginseng, clarified and crude do.....	6,400
Cloth, broad and medium.....do.....	89	Kerosene.....gallons..	798,070

TARIFF.

The tariff is regulated according to treaty stipulations, and need not, therefore, be recapitulated here. But there is an import duty of 5 per cent ad valorem on all articles not enumerated in the original tariff.

MISCELLANEOUS.

West River.—This river was officially declared open to foreign trade on the 4th of June, 1897. By this act, this most secluded part of China was opened up about 200 miles farther inland. A lively trade has sprung up along the course of the river, but especially at Wuchow, the terminus of this new trade route. A copy of the provisional regulations of the trade on the West River is herewith inclosed.

As indicating the general business of that port, a clipping from the same paper, headed "Wuchow notes," is inclosed.

Harbor regulations.—A copy of the harbor regulations of the port of Canton is herewith inclosed. These regulations were enacted some thirty years ago and have been somewhat modified since then; I am unable, however, to state to what extent.

A copy of the river steamer regulations of this port is also herewith inclosed. There are no wharfage dues, licenses, or quarantine laws.

Telegraphs.—Telegraphic communication within this district is fairly good, extending as far as Lung-chow on the extreme western border between Kwang-Si and Tonkin. In all, there are about 48 stations distributed within the two Kwang provinces, of which Kwang-Tung has 32 and Kwang-Si 16. Messages may be sent from here to Washington, D. C., either by the Great Northern Telegraph Company or via Vladivostok across Siberia. Of course, it would be preferable to send our messages across the Pacific Ocean via San Francisco or some other port on the Pacific coast. We hope that such easy connection between the United States and the Chinese Empire will be realized at no distant future.

Electricity.—There has been for several years past a limited supply of electric light in this city. The electric plant is said to have been imported from America. This small beginning could possibly be worked into great dimensions by some enterprising spirit.

Bicycles.—A small number of bicycles has recently been imported from America; but for want of good roads, these can only be used on the foreign concession, the Shamien, and no extensive trade is likely to result until China has made proper roads.

Fire engines.—A number of small fire engines has been erected along the Canton River, which are much appreciated at the time of conflagrations, as far superior for extinguishing fire to anything they have had in this city before. These engines are said to be made in Canton by natives who have learned the trade in the United States. I can not, however, vouch for the truth of this statement; but, at any rate, it indicates that China is slowly waking up and realizes the need of mechanical skill to do for herself what others must now do for her.

ALFRED ALF,
Vice-Consul in Charge.

CANTON, October 15, 1897.

WUCHOW NOTES.

Wuchow is rapidly developing. There is a steady increase of the population in the city itself, and there is a steady influx of passengers, through Wuchow, into the province behind us. I have it on good authority that fully 10 per cent of the passengers who arrive here do not return. This may be taken as indicating an important change of conditions. Laborers from the Canton district are evidently finding remunerative employment in Wuchow and the surrounding country, and natives with capital are finding Wuchow a place of growing importance where money may be invested profitably.

The progressive movement is felt in the rise in the price of nearly every marketable commodity—imported and local. Large shipments of raw hides and indigo are being constantly made to Hongkong or Canton, and shipments of kerosene and piece goods are arriving all the time from the coast. As far as I have been able to discover, the silk industry has not yet made any marked advance.

The pipes for the new waterworks are nearly all laid, and the new floating fire engine has arrived. I understand that native coal from somewhere in the vicinity is being tried on the river steamers, and is proving fairly satisfactory.

The Government Anglo-Chinese school in Wuchow is progressing in a very encouraging manner. There are at present over sixty scholars, who are devoting part of their time acquiring a working knowledge of the English language.

RAILWAYS IN CHINA—FUTURE PROSPECTS.

The following extract is made from the report upon the trade of China for 1896, prepared by Mr. Grosvenor, of the British legation at Peking:

"The year 1896 has witnessed a real advance in the direction of opening up the country by means of railways. The line connecting Tientsin with the capital had, at the close of the year, been completed to within 80 miles of Peking, and at the present moment trains are running to within half an hour's ride of the city gate.

"A beginning has already been made by the construction of the line from Peking to Lu Kou Chiao, a distance of some 16 English miles, this being the first stage of the railway which is to connect the capital with the Yangtze port of Hankow. Shêng Taotai, to whom the arrangements for the construction of the Peking-Hankow line have been intrusted by the Chinese Government, is endeavoring to raise the necessary capital, which will unquestionably have to be drawn from a foreign source, as the Chinese have proved to be unable or unwilling to subscribe it.

"The development of the country by means of railways can have none but beneficial results upon foreign commerce with China; but the adoption of particular western methods, such as the telegraph, has not hitherto been attended by any revolution in the attitude of the Chinese toward western ideas or modes of thought, and in the absence of other indications, it would be easy to exaggerate the importance of the movement in favor of railways as a sign of general progress in this direction.

"Rapid changes are inconsistent with the Chinese character, and a year is a short space in the life of a nation whose civilization has remained stationary for twenty centuries, but during the year under review evidences, such as increased friendliness to foreigners on the part of the educated classes and eager competition among the officials for foreign posts, have not been wanting to show that China is beginning to assume a better attitude toward the ideas and institutions of the West. Progress is slow and almost imperceptible, but progress there is, and it is

possible that the new ideas, having once gained admittance, may act with cumulative force on the philosophic apathy of the mercantile and moneyed classes and on the unreasoning conservatism of the masses, so that public opinion may be led to demand an administration more capable and less corrupt, a less irrational fiscal system, and more adequate means of communication: and the chief bars to progress being thus removed, a rich field for commercial and industrial activity may be opened up in this Empire at a date less distant than could be hoped from its present condition. Englishmen should watch carefully the development of events, remembering that the great rewards of enterprise will be to those who are first in the field."

HARBOR REGULATIONS FOR THE PORT OF CANTON.

I. The Whampoa anchorage is included between a straight line drawn from the northwest point of No. 3 Flat Island to a mound on the eastern end of Louisa Island, for the eastern or lower limit, and a line drawn from Gully Point, on the south side of American Reach, to a creek on the north side, and from Sulphur Point east-northeast to the north bank of the main river, for the western or upper limit.

II. The general anchorage shall be included between the Customs Hulk and the eastern or lower limit. The space between the Customs Hulk and the upper limit shall only be used by men-of-war, steamers, or other vessels laying up or intending to dock and vessels discharging timber.

III. The fairway for steamers and all other craft passing through this anchorage shall be within 70 fathoms from the south shore of the river, and no vessel shall be allowed to anchor or make fast in such place or manner as shall in any way obstruct the said fairway.

IV. Vessels arriving at Whampoa shall stop below the low limit of the anchorage until the harbor master has assigned them a berth, from which berth they shall not move without his written permission.

V. Vessels arriving upon the flood tide shall turn head to tide before coming within the limits of the anchorage, and shall drop into the berth assigned to them.

VI. Steamers, or vessels towed by steamers, will be allowed to proceed to the Dock Company's moorings, or upper portion of the anchorage, without stopping; but they must change their berth if required by harbor master to do so.

VII. Vessels shall be moored with 45 fathoms of chain on the flood anchor and 30 fathoms on the ebb, or more if the harbor master so directs, and shall keep clear hawse.

VIII. Vessels shall, if required by the harbor master, rig in jib and spanker booms and top or brace up lower and topsail yards.

IX. From sunset until sunrise all vessels anchored in this port must show a bright light at least 20 feet above the deck, and all buoys within the anchorage must have a light upon them.

X. No ballast, ashes, or anything that will sink shall be thrown overboard, but must be landed at some place above high-water mark approved of by the harbor master. All vessels discharging or taking in ballast shall use registered ballast boats only, and they shall have a sail or tarpaulin spread in such a way as to prevent any ballast falling into the water.

XI. No pitch or any other inflammable substance shall be boiled on board any ship in the anchorage.

XII. Any vessel arriving with gunpowder or other combustibles on board (in excess of what is necessary for her own armament) shall exhibit a red flag, and shall anchor at a distance of not less than 1 mile from the lower limit of the anchorage until the master of such vessel has communicated with the harbor master.

The above harbor regulations have been drawn up by the harbor master, in consultation with the consuls for the treaty powers at this port, and approved by them, and may be amended or added to in the same way.

RIVER-STEAMER REGULATIONS.

I. On entering port, masters of river steamers must have their import manifest in readiness to hand to the customs officer who will board the vessel on arrival. For cargo to be discharged at Whampoa a separate manifest will be required to be handed to the customs officer at the place.

The customs must in all cases be furnished with an import manifest before any cargo can be discharged.

II. Consignees are not required to make application to the customs for permission to remove consignments from the steamers, but all goods imported in such vessels must, on being discharged, be taken for examination to the customs jetty.

III. All exports for shipment by river steamers must be sent to the customs jetty for examination, on which a permit to ship will be granted.

IV. Manifests of cargoes exported must be handed to the customs on the return trip of the steamers.

V. River steamers must not land or ship cargo at any other place in the river than Canton or Whampoa. Any breach of these regulations respecting the shipment or discharge of goods exposes such goods to seizure and confiscation.

VI. The custom-house is open for the transaction of business from 10 a. m. to 4 p. m., and the river-steamer office from sunrise to sunset, Sundays and holidays excepted.

CHINESE IMPERIAL MARITIME CUSTOMS.

PROVISIONAL REGULATIONS OF TRADE ON THE WEST RIVER.

The following regulations set forth the general conditions under which vessels of different classes are permitted to trade on the West River under the special article of the British treaty of February 4, 1897:

These regulations consist of five sections, viz:

Section I. Regulations for foreign vessels holding national or colonial registers.

Section II. Regulations for foreign vessels not holding national or colonial registers, and allowed to trade under West River certificate.

Section III. Regulations for steamers and launches under the Chinese flag.

Section IV. Regulations regarding towage.

Section V. Duty rules.

SECTION I.—*Regulations for foreign vessels holding national or colonial registers.*

1. All British and other treaty-power vessels holding national or colonial registers are authorized to trade on the West River at the open ports of Samshui (Kongkun) and Wuchow.

2. Further, the following four places, viz, Kongmoon, Kumchuk, Shinhing, and Takhing, are established as places of call (also termed "stages") for the landing and shipping of passengers and goods by steamers furnished with a six months' special river certificate, as provided for in rule 3 below.

3. All steamers specially reported by the consul to the Canton, Samshui, or Wuchow customs as having deposited their national or colonial registers at the consulate will be furnished with a special river certificate valid for six months. This certificate will be accepted by the customs at Canton, Samshui (Kongkun), and Wuchow in lieu of consular report, and will also be recognized as an authorization to trade at the four places of call. No vessels except steamers provided with this special river certificate will be allowed to land or ship passengers or goods at the places of call. (See, however, rule 3 in Section II below.)

4. Vessels proposing to trade on the West River must provide themselves with an arms certificate. This certificate, which is to be made out on a form supplied by either the Kowloon, Lappa, or Canton customs, and signed by the captain, must state the number of muskets, guns, swords, etc., and the quantity of ammunition carried by the vessel for self-defense. The arms certificate may also, if preferred, be taken out at the same time and place with the West River pass (rules 6 and 8 below).

This certificate, once taken out, does not require to be renewed, but remains valid so long as it is correct. It will be viséed by the customs at the stations named below, where vessels are required to stop when passing into Chinese waters, and it must be exhibited whenever called for by the customs authorities.

Arms, etc., found in excess of the certificate are liable to confiscation; and a vessel detected trading in arms or munitions of war without proper authorization is liable to the penalties prescribed in the forty-eighth article of the British treaty of Tientsin.

5. All vessels about to proceed up the river from the sea direct (Hongkong, etc.) must enter either by Wangmoon or Motomoon ("Broadway"). Entering by Wangmoon, they must take the Kerr Channel and Junction Channel and pass into the West River at Fist Cliffs.

These are the only routes permitted on the voyage inward or outward from the sea direct. (The route via Canton is provided for in rule 7 below.)

6. On every voyage vessels entering the West River by Wangmoon are required to report at the (Lappa) customs station there; those taking the Broadway must report at the Mongchao (Lappa) station. They will be inspected without unnecessary delay on arrival, the quantity of arms, etc., on board will be noted (and arms certificate issued, if not already provided), and they will receive a West River pass.

7. Vessels proceeding to the West River from Canton are required to take the following route, viz: Hill Passage, Saiwan Channel, Tailung Channel, and Junction Channel, entering the West River at Fist Cliffs. (British Admiralty Chart No. 2562.) Returning from the West River to Canton the same route is to be adhered to.

8. Vessels visiting the West River from Canton must take out the West River pass at Canton. When about leaving Chinese waters the pass issued at Canton must be viséed at that port, and surrendered at Capsuimoon; or, if the vessel concerned goes out via Broadway or Wangmoon, the pass must be surrendered accordingly, i. e., at the Mongchao or Wangmoon station.

9. The West River pass must be produced for visé at such open ports and stages as the vessel works at, and also when demanded by Chinese revenue officers. It must be surrendered, on every voyage, at either Mongchao or Wangmoon if the vessel leaves Chinese waters at those places. Should the vessel, however, go out by the Canton channels (rule 7 above), the West River pass has to be viséed at Canton and surrendered at Capsuimoon.

10. Vessels taking other than the above-prescribed routes into or out from the West River are liable to a fine not exceeding 500 taels.

Vessels found in the West River without the West River pass will not be allowed to trade, and will be required to leave Chinese waters. For a second offense a fine not exceeding 500 taels will be imposed.

Vessels bound out and failing to surrender the pass in accordance with the preceding rules are liable to a fine not exceeding 100 taels.

11. When taking out the West River pass vessels must hand to the customs a duplicate manifest of all the cargo on board, showing also port or stage of destination of each portion, if possible.

12. The customs officials will be at liberty to seal the hatches of vessels entering or trading in the West River. Seals must not be broken before the vessel reaches the next port or stage at which she wishes to work cargo, on pain of a fine not to exceed 100 taels. Customs employees may be put on board vessels to accompany them for purposes of surveillance.

13. Merchandise for shipment or discharge at stages may only be shipped from or landed into licensed native cargo boats; and it must not be removed therefrom till duty has been paid or payment satisfactorily arranged. If other than licensed cargo boats are employed, the goods will be confiscated and the boatmen punished. Only authorized jetties may be used for the shipment or discharge of cargo.

SECTION II.—*Regulations for foreign vessels not holding national or colonial registers, and allowed to trade under West River certificate.*

[N. B.—Section I of the present regulations assumes that all vessels proposing to trade on the West River under the treaty of February 4, 1897, will hold national or colonial registers and be regularly reported by their consuls according to treaty, etc. There are, however, other classes of vessel to be provided for; such are especially foreign-owned steam and other vessels, which for various reasons do not hold national or colonial registers. For these classes special provision is expedient, and accordingly they will be allowed to trade under West River certificate in lieu of register and in accordance with the following rules, which are to be in force till June 30, 1898.]

1. Foreign-owned steam vessels and foreign-owned vessels not being steamers, if not holding national or colonial registers, are permitted to trade on the West River under West River certificate. This certificate may be obtained from either the Kowloon, Lappa, or Canton customs. It will be valid till June 30, 1898, but is liable to forfeiture at any time in the event of breach of regulations. It shall be open to the customs authorities, before issuing the West River certificate to alleged foreign-owned vessels, to require consular certification or other satisfactory evidence of bona fide foreign ownership.

2. All foreign-owned vessels holding this certificate are subject to the control of the imperial maritime customs, and are required to observe the regulations of trade on the West River and the port and stage regulations.

8. Foreign-owned steamers trading under West River certificate will be entitled to visit the four places of call—Kongmoon, Kumchuk, Shiuhing, and Takhing—with passengers or cargo if not towing other vessels, and in other respects will be accorded the same treatment as steamers holding the special river certificate provided for in rule 3 of Section I of these regulations. Steamers towing, and vessels other than steamers, are not permitted to visit the four places of call.

4. Like rule 4 in Section I.

5. Like rule 5 in Section I.

6. Like rule 6 in Section I.

7. Like rule 7 in Section I.

8. Like rule 8 in Section I.

9. Like rule 9 in Section I.

10. Like rule 10 in Section I.

11. Like rule 11 in Section I.

12. Like rule 12 in Section I.

13. Like rule 13 in Section I.

14. All vessels holding the West River certificate will fly a special flag, if required to do so, to indicate their status to the Likin authorities along the river.

15. Foreign-owned vessels of Chinese type trading on the West River will be required to have a special distinguishing number painted conspicuously on both bows in Chinese characters to obviate detention at Likin stations.

SECTION III.—*Regulations for steamers and launches under the Chinese flag.*

1. Chinese-owned steam vessels of 60 tons or over proposing to ply on the West River must have national register, and therefore will not require a West River certificate.

These vessels must observe the foregoing provisional regulations and will be controlled by the imperial maritime customs. They must take out arms certificate and West River pass and confine themselves to authorized channels, etc.

2. Chinese-owned steam vessels under 60 tons need not take out national registers; but if not possessing them, they must take out a West River certificate if they visit, trade, or tow on the West River. These vessels, if employed in towing, must hold a West River towing license issued by the imperial customs.

3. All Chinese-owned steamers, large or small, even if frequenting nontreaty waters by permission of the Chinese Government, are subject at the treaty ports or places of call to the imperial customs. As regards the passages to be taken by these vessels in passing to and fro between the sea and the waters of the Kwang-Tung Province, the imperial customs shall also have control, in order to protect the Chinese revenue.

4. If Chinese-owned steamers, large or small, trade between the outer waters and nonopen places in Kwang-Tung, they must pay duties, etc., to the Lappa or Kowloon customs.

SECTION IV.—*Regulations regarding towage.*

1. Foreign-flag vessels on the West River, whether holding national registers or trading under West River certificate, may be towed by either foreign or Chinese towing steamers.

2. All towing steamers, Chinese or foreign, must hold towing licenses issued by the imperial customs. They are subject to the foregoing regulations; they must take out either West River certificate or special river certificate, West River pass, and arms certificate.

3. Foreign-owned towing steamers may only tow foreign vessels. Chinese vessels not subject to the imperial customs (i. e., junks, etc.) may be towed only by Chinese-owned towing steamers.

4. All towing launches must observe the regulations as to stopping for examination, etc., which are binding on the vessels they are towing.

SECTION V.—*Duty rules; West River trade.*

1. Foreign goods imported into Samshui (Kongkun) or Wuchow from abroad (Hongkong, Macao, etc.) pay tariff import duty once, and native produce for export abroad from these ports pays export duty once. Native produce from port to port pays one export and one coast-trade duty. [Ordinary treaty rules.]

2. At the stages, foreign goods from a port and covered by inward transit passes, and likewise native produce en route from the interior to a port under outward

transit certificates, will be passed free on being found to correspond to their certificates.

3. Foreign goods imported from abroad (i. e., Hongkong, etc.) into Kongmoon or Kumchuk will pay full duty, payment to be made at those stages.

4. Foreign goods imported in Kongmoon or Kumchuk from Canton will pay no duty beyond the original import duty levied at Canton.

5. Foreign goods direct from abroad (i. e., Hongkong, etc.) imported into Shiuhing or Takhing will pay a full duty, payment to be made at Samshui.

6. Foreign goods imported from Canton into Shiuhing or Takhing will pay no duty beyond the original import duty levied at Canton.

7. Foreign goods imported from Samshui into either Kongmoon, Kumchuk, Shiuhing, or Takhing will pay no duty beyond the original import duty levied at Samshui.

8. Native goods shipped from Canton for Kongmoon or Kumchuk pay full duty on shipment at Canton.

9. Native goods shipped from Canton for Shiuhing or Takhing pay full and half duty on shipment at Canton.

10. Native goods shipped at Samshui for either Kongmoon, Kumchuk, Shiuhing, or Takhing pay full duty at Samshui.

11. Native goods shipped at Wuchow for Takhing or Shiuhing pay full duty; for Kumchuk or Kongmoon, full and half duty. Payment is to be made at Wuchow.

12. Native goods exported down river from Takhing or Shiuhing pay full duty at Samshui, whether intended to be left there or to be sent thence abroad (to Hongkong, etc.).

13. Native goods from Takhing or Shiuhing for Canton pay full and half duty at Canton.

14. Native goods shipped at Kumchuk or Kongmoon to be sent abroad or to Canton pay full duty at stage of shipment.

15. Native goods which have paid a full duty or more under the three preceding rules, if declared at once on arrival at Samshui or Canton (as the case may be) to be for reexportation abroad, and if actually reexported within thirteen months, will be charged no further duty. If not so declared and reexported, such goods will be charged a full duty on exportation.

16. Native goods from Kongmoon to Wuchow pay at Kongmoon full and half duty; from Kumchuk to Wuchow they pay at Kumchuk full and half duty.

17. Native goods from Kongmoon to Samshui pay at Kongmoon a full duty; from Kumchuk to Samshui they pay at Kumchuk full duty.

18. Native goods from Shiuhing and Takhing to Wuchow pay at Wuchow full duty.

The above regulations and rules are provisional for a year, and are to be added to, rescinded, or amended as experience and local requirements may dictate.

CUSTOM-HOUSE, Canton, August, 1897.

CHEFOO.

In compliance with the Department's instructions of August 10, I have the honor to inclose herewith the desired report.

Trade of Chefoo for the six months ended June 30, 1897.

SHIPPING.

	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
1. Foreign ocean-going steamers.....	404	885, 108	405	385, 544
2. Foreign ocean-going sailing.....	10	4, 080	10	4, 080
3. Chinese-owned vessels of foreign type, ocean-going steamers..	125	102, 898	124	101, 727
Total	539	492, 196	539	492, 351
Same period, 1896.....	532	464, 186	532	462, 274

Trade of Cheefoo for the six months ended June 30, 1897—Continued.

SHIPPING—Continued.

ENTERED.

Sailing vessels from—		Steamers from—	
Coast ports.....	8	Vladivostock.....	7
Formosa.....	2	Formosa.....	2
Steamers from—		Hongkong.....	20
Coast ports.....	445	Cardiff.....	1
Korea.....	17	Native ports.....	11
Japan.....	19	Reentered.....	3

CLEARED.

Sailing vessels for coast ports.....	10	Steamers for—	
Steamers for—		Vladivostock.....	28
Coast ports.....	418	Hongkong.....	28
Korea.....	20	Native ports.....	11
Japan.....	24		

“Coast ports” refers to the ports opened by treaties to foreign trade.

“Native ports” means those along the coast where only Chinese-owned ships are allowed to enter.

Hongkong is not considered a part of China.

In the above table, no account whatever is or can be taken of the immense number of native craft, as they enter and clear at another custom-house, which is entirely under the control of the native authorities, and is a distinct organization from the customs with which the foreigners deal. The Chinese-owned steamers are commanded and officered by foreigners, and compete with the foreign-owned steamers for freight and passengers. Most of these vessels formerly belonged to the once great American house of Russell & Co.

Statistics from the native customs are unattainable; hence the statistics showing only the returns under the foreign customs do not give a fair idea of the commerce of the port. The above table and most of the statistics that follow are compiled from the two quarterly returns issued by the customs for the six months.

IMPORTS.

The principal articles of import from foreign countries and Chinese ports for the six months ended June 30 (excluding opium, as Americans are forbidden to handle that drug) were:

Description.	1896.	1897.	Decrease.	Increase.
Cotton goods:				
Shirtings—				
Gray, plain.....pieces..	193,075	191,151	2,124	
White, plain.....do.....	44,508	46,843		2,335
Dyed, plain.....do.....	7,527	7,902		375
Dyed, figured.....do.....	9,089	9,954		865
T cloths.....do.....	116,784	87,554	9,230	
Indian.....do.....	10,680	40,170		29,510
Drills—				
English and Dutch.....do.....	7,665	25,615		17,950
American.....do.....	34,031	47,245		13,214
Jeans, English.....do.....	1,910	2,720		810
Sheetings—				
English.....do.....	32,405	27,150	5,255	
Indian.....do.....	6,885	7,650		765
American.....do.....	100,515	211,555		111,040
Chintzes and furnitures.....do.....	36,415	39,696		3,281
Twills, printed.....do.....	1,448	1,610		162
Turkey red cottons.....do.....	15,282	19,644		4,362
Cotton lastings—				
Plain and figured.....do.....	13,884	17,250		3,366
Italians.....do.....	4,276	6,419		2,143

Description.	1896.	1897.	Decrease.	Increase.
Cotton goods—Continued.				
Velvets and velveteens.....pieces..	1,602	750	852	-----
Lawns and muslins.....do.....	19,971	13,260	6,721	-----
Handkerchiefs.....do.....	9,615	9,312	303	-----
Towels.....do.....	15,845	18,544	-----	2,699
Mohammedans.....pieces..	80	70	10	-----
Cotton—				
Spanish stripes.....do.....	2,156	1,725	436	-----
Yarn—				
English.....pounds..	98,600	108,933	-----	15,333
Indian.....do.....	9,313,800	4,976,080	4,337,800	-----
Japanese.....do.....	949,133	6,175,133	-----	5,226,000
Thread.....do.....	7,200	1,300	3,900	-----
Woolen goods:				
Camlets, English.....do.....	780	510	270	-----
Lastings, plain, figured.....do.....	1,484	1,945	-----	461
Long ells.....do.....	560	698	-----	108
Spanish stripes.....do.....	666	565	101	-----
Cloth—				
Broad, etc.....do.....	84	90	-----	6
Russian.....do.....	110	136	-----	26
Italian.....do.....	900	1,020	-----	120
Lusters and orleans, plain and figured.....do.....	-----	101	-----	101
Metals:				
Iron—				
Nail rod.....do.....	4,447,323	2,077,866	2,369,457	-----
Bar.....do.....	773,000	500,966	272,034	-----
Old.....do.....	15,424,000	7,630,400	7,793,600	-----
Tin slabs and plates.....do.....	810,666	13,200	297,466	-----
Lead in pigs.....do.....	826,400	132,533	693,867	-----
Steel—				
Foreign.....do.....	840,800	902,266	-----	61,466
Native.....do.....	241,833	292,533	-----	21,200
Quicksilver.....do.....	14,800	2,666	12,134	-----
Copper slabs, Japan.....do.....	400	666	-----	266
Yellow metal, sheathing.....do.....	26,933	66,666	-----	39,733
White metal.....do.....	13,466	5,200	8,266	-----
Foreign sundries:				
Buttons, brass.....groes..	11,300	7,400	3,900	-----
Basins, metal.....do.....	758	329	429	-----
Coal.....tons.....	14,008	16,382	-----	2,379
Dyes.....customs taels..	143,970	127,624	-----	\$13,980.88
Ginseng, Korean.....pounds..	11,738	41,896	-----	30,133
Matches.....groes..	387,790	443,644	-----	55,854
Needles.....mille..	186,196	221,500	-----	25,305
Oil, kerosene—				
American.....gallons..	700,060	1,642,100	-----	942,060
Russian.....do.....	-----	245,800	-----	245,800
Pepper, black.....pounds..	197,066	55,000	141,466	-----
Sapan wood.....do.....	292,823	591,866	-----	328,943
Seaweed.....do.....	386,800	425,966	-----	189,166
Native sundries:				
Arsenic.....do.....	132,533	129,446	3,067	-----
Coal, Kaiping.....tons.....	1,360	1,330	30	-----
Cotton, raw.....pounds..	2,713,866	2,587,423	126,433	-----
Grass cloth.....do.....	118,666	229,733	-----	111,067
Oil, wood.....do.....	231,250	123,333	107,917	-----
Paper—				
First quality, foreign and native.....do.....	658,000	600,200	57,800	-----
Second quality, foreign and native.....do.....	4,440,228	3,183,266	1,257,000	-----
Jose.....do.....	664,297	618,533	53,734	-----
Preserves.....do.....	103,600	105,733	-----	2,133
Rice.....do.....	3,937,733	5,304,533	-----	1,266,800
Silk piece goods.....do.....	12,963	10,660	2,293	-----
Silk refuse.....do.....	2,666	31,066	-----	28,400
Sugar—				
Brown, foreign and native.....do.....	18,724,133	19,611,066	-----	886,933
White, foreign and native.....do.....	4,572,533	4,595,866	-----	23,333
Candy.....do.....	706,933	333,200	373,733	-----
Tobacco—				
Leaf.....do.....	-----	38,266	-----	38,266
Prepared.....do.....	171,333	69,733	101,600	-----

¹ Value of customs tael in 1896, \$0.808; in 1897, \$0.78.

EXPORTS.

The principal articles exported to foreign countries and Chinese ports during the six months ended June 30, 1896 and 1897, were:

Description.	1896.	1897.	Decrease.	Increase.
Bean cake..... pounds..	124, 039, 066	127, 642, 266		3, 603, 200
Beans:				
Black..... do....	1, 528, 666	1, 256, 266	270, 400	
Green..... do....	685, 940	2, 713, 900		2, 027, 910
White and yellow..... do....	16, 933	844, 666		827, 733
Miscellaneous..... do....	598, 793	1, 133, 900		534, 807
Bristles..... do....	47, 600	23, 740	23, 860	
Clothing, cotton..... do....	58, 000	81, 060		23, 060
Dates, dried..... do....	672, 200	1, 742, 133		1, 069, 933
Fish, salt..... do....	1, 240, 400	1, 752, 333		484, 933
Fruit, fresh..... do....	43, 666	126, 933		83, 067
Ginseng, Korean..... do....	1, 723	4, 133		2, 410
Hats, straw..... number..	20, 108	87, 155		17, 162
Licorice..... pounds..	439, 222	491, 723		52, 501
Medicines..... do....	536, 066	481, 200	53, 866	
Oil:				
Bean..... do....	170, 800	169, 600	1, 200	
Groundnut..... do....	2, 678, 373	1, 933, 733	694, 640	
Prawns and shrimps, dried..... do....	169, 200	164, 133	5, 067	
Shoes and boots, native..... pairs..	31, 066	32, 443		3, 348
Silk:				
Raw, yellow..... pounds..	62, 133	4, 933	57, 200	
Wild, hand reeled..... do....	225, 866	363, 333		127, 467
Wild, steam reeled..... do....	19, 600	33, 066		13, 466
Cocoons..... do....	5, 466		5, 466	
Refuse..... do....	262, 800	272, 533	10, 267	
Pongees..... do....	239, 403	203, 200	36, 203	
Straw braid:				
White..... do....	2, 157, 066	2, 710, 133		543, 067
Mottled..... do....	206, 226	154, 800	51, 466	
Vermicelli..... do....	8, 991, 856	8, 511, 723	480, 133	
Wool, sheep's..... do....	4, 000	534	3, 466	

Value of exports to the United States, declared at the United States consulate, first six months of 1896 and 1897.

Description.	1896.	1897.	Decrease.	Increase.
Pongees.....	\$4, 712. 98	\$964. 83	\$3, 728. 10	
Silk, brown.....		25, 992. 42		\$25, 992. 42
Straw braid.....	22, 556. 97	51, 397. 92		28, 840. 95
Wool, sheep's.....	355. 85		355. 85	

REMARKS ON IMPORTS AND EXPORTS.

It is satisfactory to see that during the six months under review the following American goods show a gain over the same period of 1896:

Drills.....	pieces..	13, 214
Sheetings.....	do....	111, 040
Oil, kerosene.....	gallons..	942, 050

It is worthy of note that of the 36 classes of foreign merchandise showing a gain in the table of imports, 27 are imported from gold-standard countries and only 9 are from Asia or silver-standard countries; this in spite of the enhanced values due to the tremendous fall in silver.

Of the 22 classes of foreign merchandise that show a decline, 8 are imports from gold-standard countries and 14 from silver-standard countries.

The above tables, unfortunately, do not show the exact state of affairs, as immense quantities of merchandise come into this district overland from Shanghai on the south and Tientsin on the north; moreover, the first six months of the year show the smallest returns, as during January and February, there is but little coast traffic on account of the entrance to the harbors of Tientsin and Newchwang being frozen. Chefoo is then the terminus of the run.

Imports of the principal American merchandise for 1892, 1894, and 1896.

	1892.	1894.	1896.
Drills, American.....pieces	64,215	45,025	106,335
Jeans, American.....do	2,250	1,220	2,500
Sheetings, American.....do	196,235	108,647	217,530
Flour, American (gold value).....do		\$7,794.53	\$10,589.55
Oil, kerosene, American.....gallons	1,056,580	1,833,790	2,388,250

This table shows that while the value of silver is rapidly declining, and thus enhancing the cost of United States goods, the imports of our merchandise have increased by leaps and bounds. On the other hand, the imports of similar goods from England have decreased.

English goods imported in 1892, 1894, and 1896.

	1892.	1894.	1896.
Drills, English.....pieces	31,756	19,215	18,570
Jeans, English.....do	3,056	5,720	4,850
Sheetings, English.....do	76,331	44,510	61,363
Yarn, cotton.....pounds	206,656	117,466	156,500

The first importation of Russian kerosene oil was in 1895, 610,000 gallons; in 1896, it had fallen to 243,000, while our oil had increased from 1,967,900 gallons imported in 1895 to 2,388,250 gallons in 1896, and even this increase would have been greater but for the unfortunate loss of the ship *Governor Goodwin* in August of that year, bound for Chefoo with oil.

The imports of our oil for the six months ended June 30, 1897, were 1,642,100 gallons, a gain of 942,050 gallons over the same period of the previous year and 585,020 gallons more than the importation for the whole year of 1892. This tremendous increase will be shortly added to by the arrival of two ships shortly due from New York with oil.

The customs returns do not show, nor is it possible for us to ascertain exactly, the state of our trade with Chefoo, for, excepting in the articles named above, the returns do not specify their origin; but a glance in the shops reveals immense quantities of American food stuffs, notions and small wares, canned fruits, vegetables, biscuits, clocks, watches, small machinery, and stoves of American origin, for which the demand is very rapidly increasing. There is one store here that makes a specialty of our goods, and singularly enough, while it keeps the freshest and best goods, coming from the much nearer port of San Francisco, it is the cheapest store in the town.

The Chinese are rapidly acquiring a taste for our canned goods, milk especially. In Shanghai alone, there were imported in 1896,

41,500 dozen tins of milk. In fact, there is no better market anywhere for our exports than China.

INDUSTRIAL PROGRESS.

During the past few years, China has undergone a wonderful change. On every side, one is impressed with the sense of activity and enterprise. New schemes are being inaugurated almost daily; the old conservative Chinaman with his cry of "Fêng-shui" is being crowded to the rear. One hears of nothing but railroads, mills of all kinds, and enterprises of every description. This province has yet been untouched, mainly because the governor is bitterly opposed to anything new or in the slightest degree connected with foreigners; but in spite of his sturdy opposition progress is being made, and now that he is promoted to higher office, we may look for renewed and more successful efforts toward building railroads, mills, and other modern devices.

The mines once opened will do much for the province, for it is admitted that Shantung is one vast mineral field. Even now, some of the hospitals of our missionaries in the interior are lighted by electricity and warmed by steam heat, while at Wei-hsien, a Chinaman is engaged in making bicycles. This genius is able to turn out a fair wheel, but can not master the pneumatic tires. He solves the problem by covering rope with hides, coloring the leather to the proper hue, and fastening it to the rims of the wheels. The missionary, always the pioneer of commerce and the merchants' most useful advance agent, can now travel up and down the country on his wheel, and the sight is so common that it attracts no remark. On the contrary, well-to-do natives are buying wheels in Shanghai because there is no agency here.

The roads are execrable, and it is wonderful how a bicycle can be used at all. The method of traveling is on horseback, mule litter, or wheelbarrow; there are no carts, carriages, or other modern conveniences except the bicycle.

In Chefoo, the Chinese own a silk filanda, wine factories, and fruit-canning establishments.

A great and growing industry is the making of silk lace. On the hills are fruit gardens, where the finest pears, apples, grapes—in fact, all the New England fruits—are cultivated. In a few years, it is hoped that clarets and other grape wines will be on the market, made in Chefoo under the supervision of foreign experts.

GEOGRAPHY.

Shantung is one of the northeastern provinces of China proper, and is bounded on the north by the Pechili Gulf and Chihli, on the west by Chihli, on the south by Hunan, Kiangsu, and the Yellow Sea, and on the east by the Yellow Sea. This boundary was marked out by Kienlung in A. D. 1736. From east to west, the distance is 547 miles, and from north to south, 210 miles. Its area is 65,104 square miles, larger than the combined area of Cuba, Hawaiian Islands, and Belgium, or Switzerland, Greece, and Belgium.

It embraces the birthplaces of the two great sages Confucius and Mencius, and also the Huang Ho (Yellow River), or "China's Sorrow," which has caused so much suffering. The Grand Canal passes through Shantung. The province contains one of the sacred mountains of China, and has the longest seacoast of any of the maritime provinces.

The population of Shantung is said to be 29,000,000, larger than in Spain, Brazil, or Mexico, and greater than the combined population of Holland, Portugal, Sweden and Norway, Belgium, Venezuela, Peru, and Chile.

The province is divided into ten divisions or departments, each called a "fu." Each "fu" is again subdivided, the most important of those subdivisions being known as chih li chou. Chih li means straight or direct rule. Next in importance is the "chou;" then the "hsien." Shantung has ten fus, two chih li chous, nine chous, and ninety-six hsien.

MINERALS.

Fine building stone abounds throughout the province. Limestone and granite quarries are worked in a crude and primitive way in nearly every department. The finest marble is said to be found in a range of hills to the southeast of Lai chou fu, and it is said that good marble is found near the harbor of Lungmên. About 30 miles from Chefoo and also on the Loo shan peninsula, asbestos is found. Copper ore has been found in the Tung chou, Tái-an, Ch'ing chou, and I-chou departments, while iron ore and iron stone are widely distributed all over the province. Tung chou, near Chefoo, seems to be most favored. At one place (Liu chih hsien), there is a hill known as Fieh Shan, Iron Hill. Coal is common throughout the province.

While the native books report quicksilver, silver is not so common as gold. The famous Pingtu mines, not far from Chefoo, are closed, or but little worked. I am told that they are very rich. Some years ago, the authorities in Chefoo sent to California for ten or fifteen miners; but the miners did not remain long, because the Chinese insisted upon quick returns, no expenditures for modern appliances, and paying the laborers themselves. Consequently, there was so much friction that the Americans refused to remain. Another mine is at Ninghai, 40 miles from Chefoo. It is said to be very rich, and traces of old workings have been found.

There is no doubt that when the new order of things reaches this province (which can not now be long deferred), this vast wealth will be worked to advantage.

In my report on Chefoo, Consular Reports No. 198 (March, 1897), page 384, I said:

The province of Shantung is one vast mineral field. Gold, silver, copper, iron, lead, coal, and even diamonds are found. The gold mines have been worked by California miners, but they had to abandon the task, owing to the obstructiveness of the native officials, ten years ago. It is expected that, with the advent of the locomotive in the near future, great activity will be shown in exploiting gold, coal, and other minerals. Were this province under any other rule, it would be one of the greatest mining sections in the world.

There are several hot sulphur springs in the province (the most noted being about 40 miles from Têngchow); which are greatly resorted to. The Chinese attribute great medicinal virtues to the springs.

KIAO CHOU BAY.

Great interest is now manifested in this port and with good reason. It is a wonder to all that this harbor has not been opened to commerce.* I trust that our Government will use its best efforts to attain that end, for once accomplished, it will be of vast benefit to our trade. I can do

*Since this report was written, the German Government has occupied Kiao Chou Bay. See Advance Sheets No. 10, January 13, 1898.

no better than to submit a copy of a letter on the subject from Mr. F. H. Chalfant, a resident of this province of many years standing:

AMERICAN PRESBYTERIAN MISSION,
Wei-Hien, via Chefoo, Shantung, China, July 16, 1897.

JOHN FOWLER, Esq.,
United States Consul, Chefoo.

DEAR SIR: I am this day in receipt of yours of the 8th instant.

Opening a port at Ch'ingtao is a matter of the utmost importance to commerce, and it is amazing to me that our diplomats and mariners have not long ago recognized the value of this harbor as a port of entry. It is useless to urge this matter with those interested in property at Chefoo, for they will naturally put private interests ahead of the promotion of commerce in general. I have studied this subject both from the marine and inland standpoints, and am prepared to assert that a port at Ch'ingtao would be of immense benefit to our navigation companies as well as to manufacturers abroad and to China. The advantages over Chefoo are as follows:

- (1) Southern side of promontory; not subject to ice.
- (2) Better protected from storms, and good anchorage.
- (3) Only thirty hours from Shanghai at present rate of speed.
- (4) Lies below the dangerous northeast promontory (also below southeast promontory).
- (5) Furnishes a magnificent summer resort in the Lao Shan range within a short trolley ride of the beach.
- (6) Taps the province near its center instead of from a distance (as Chefoo).
- (7) Road to interior is open all year round and crosses but two streams of any size, while road from Chefoo to interior is closed to traffic at least four months in the year and crosses 11 streams of troublesome size (this to Wei Hsien).
- (8) Opens the marble quarries of Pingtu and other minerals which Chefoo can not do because of the bad roads.
- (9) Forms the strategic point for terminus of a railroad from Tientsin via Chinanfu and Wei Hien. (An English engineer came through here some two years ago, and at my instigation, made a casual survey of the route from Wei Hien to Ch'ingtao. He expressed himself subsequently to this effect, "As a route for a railroad, there is no obstacle which a child could not overcome"). The Russians know the value of this harbor.

I could give more advantages with regard to location of mineral deposits, but it is not necessary to establish my point. The Standard Oil Company could afford to push this enterprise, for the difference between freight rates over this proposed route as compared with the rates from Chefoo (even by steamer to Tigerhead) might greatly increase their sales by placing their product below the cost of the rival Bean oil. Freight is hauled for less than half the Chefoo rate over the Wei Hien-Ch'ingtao route.

Pardon me for taxing your patience.

Yours, respectfully,

F. H. CHALFANT.

If Ch'ingtao were an open port, it would soon be one of the most important on the coast, for not only would it be the entry port for all this vast province, but being on the direct route of all vessels bound from Hongkong, Shanghai, and the southern ports to Japan, as well as to Chefoo, Tientsin, Newchwang (not Niuchwang, as often erroneously spelled), and Korea, it would naturally give a large portion of the trade that now goes entirely to local steamers to the great ocean lines that go to the Pacific Coast of America, and to steamers bound for Europe from Japan, as the harbor is very deep, and ships can go right up almost to the inner shore, 20 miles from the entrance.

In the course of a few years, when it is to be hoped railroads will be built, it would be a far superior port to Shanghai, which has a bar forbidding all but light-draft steamers getting within 18 miles of the city.

Again, the vast trade in foreign goods overland into this province from Chinkiang and Shanghai under transit pass, paying the heavier duties and cost of transport, would naturally pass to Kiao Chou Bay.

In 1895, 31,000 gallons of American kerosene oil, besides immense

quantities of cottons, sheetings, and other foreign goods, entered this province from Chinkiang, after making a voyage up the river from Shanghai to that port, while in the same year, tons of metals of all kinds passed in from Shanghai, a long, laborious, and expensive journey.

Last year, 54,340 gallons of oil came from Chinkiang and greatly increased quantities of other foreign merchandise, while oil was sent from Shanghai for the first time (recorded by the customs).

From every point of view, especially to Americans, it is of the greatest importance that this port be opened to trade; but while we would derive the greatest benefit, the Chefoo merchant would of course lose to a certain extent.

AMERICAN INTERESTS.

In the province, there are altogether 165 American men, women, and children, all of whom, except one mercantile house (L. H. Smith & Co.) and the members of this consulate, are connected with the various missions.

L. H. Smith & Co. are general agents trading in coal, doing commission work, and banking. They virtually control the trade with Russia.

The missionaries are located in Chefoo, Chining-chou, P'anghia-chuang, Taian-fu, Weihsien, I-chowfu, Chiuan-fu, Tungchow, Shuipei, Hwanghsien, Lingch'ingcho, and Pingtu. To them, we owe most of our knowledge of the interior. In their hospitals, they treat annually 60,000 patients. Their modern dwellings and hospitals, supplied with all the latest appliances, in some cases heated with steam and lighted with electricity, their dress, food, and superior manner of living, can not but affect favorably the multitudes that come into contact with them in the scattered towns and cities of the interior in which they live. The native, with this object lesson before him, in time shows a desire to own some of the things that he sees, and then a demand is created.

REMARKS.

Since I arrived in China, in 1890, a gradual change for the better has spread over this vast Empire.

In 1890, no native official would dream of calling in the services of a foreign medical man; to-day, it is a common occurrence. There was then but one short line of railroad; now there are lines in several places, and many more being built or under consideration. There was then but one mill with foreign machinery, that at Ningpo; to-day at Ningpo, there are several very large cotton mills, with the latest and best machinery, besides others near by. In Shanghai, there are over 100 mills, and scattered all over the empire, tall chimney stacks loom on the horizon. Iron, steel, paper, cotton, in fact, every description of a mill is being erected. In 1890, not a steam vessel of any description was allowed to run in any waters except at the treaty ports; now the rivers are covered with small steamers and steam launches. Telegraph lines run through the most antforeign provinces.

In 1890, I had a long conversation with a high native official who had then just returned from Hunan, where he had tried unsuccessfully to run telegraph lines under imperial authority. He had to flee for his

life, and the telegraph material was destroyed. To-day, that province is eagerly pushing forward enterprises of all kinds; schools for the teaching of English are to be found everywhere, thousands of miles from the coast; the electric light is used; bicycles are common; the foreigner is no longer stoned or reviled. For fifty years, the missionary has been abused and massacred, but his day has come. He no longer needs go to the Chinaman; the Chinaman now goes to him, perhaps not for religious instruction, it is true, but for advice and to learn modern sciences, inventions, and languages. Thus to-day, in spite of the great disadvantages China is now under, we find a great and growing market for our products and manufactures.

In 1890, there was but one store in China where I could purchase American canned goods, confections, groceries, butter; to-day, there is not a store that sells canned goods, dry provisions, or groceries that does not carry a full line of American goods, and many of them, German, Chinese, and English, have larger and better supplies of that character from the United States than from Europe.

In 1890, there was only one line of steamers from the American continent to Shanghai, China—the Canadian Pacific, running a few old ships about once a month; to-day, the Canadian line runs the magnificent Empress steamers. Besides, there are the lines from Tacoma, Portland, Oreg., and San Francisco, and the Japanese line, and another is shortly to be added.

In 1890, a traveler from the United States was a novelty; now, not a week passes but away up here in Chefoo we see three or four.

In 1890, there was not a single American life-insurance company doing business in China; to-day, nine-tenths of that business is in the hands of American (New York) companies, and scattered all over the Empire are American engineers, mining experts, prospectors, and men experienced in making steel, in Chinese employ.

Our friends can say what they may, but to-day the American influence in China in all sound business schemes is felt as it never was before, and those men who sit in their offices in New York, San Francisco, or Pittsburg owe whatever prospects they have in China to the American missionary.

While the prestige of the United States has grown wonderfully since 1890, it has not had the increase that it ought to have.

In order to hold our own, we ought to have a consul in every port in China, and not a single foreigner in the consulate except the Chinese clerks.

We ought to have commercial museums at Canton, Shanghai, Tientsin, and Hankow, similar to that at Caracas, Venezuela. The National Association of Manufacturers of the United States can find no better field in the world now than China. We ought to have, as every consul in China has advocated, a newspaper. Every newspaper in China is owned by Englishmen or Chinese.

To my mind, nothing would help our merchants and manufacturers as much as the following plan:

Let all the boards of trade, chambers of commerce, export associations and manufacturers' associations, subscribe an annual sum, according to the interest they have in the Chinese trade, to establish show rooms, a paper, and a general information bureau in China.

The advertisements alone would pay for the paper, which must be an up-to-date daily, with all the latest American news. This paper would cost but little in China, each subscribing organization would receive a certain number of copies for the use of its members, the

staff in China would be able to give information to the Chinese in regard to our goods, and the people at home could obtain the latest expert knowledge of the market here; Americans in China would have a meeting place or exchange, the expenses would be small pro rata, and the benefits would be incalculable.

With this organization in the field, we could compete for the building all kinds of mills, mints, railroads, forts, ships, electric works, for furnishing supplies to the Government, for opening mines; in fact, we would be able to compete in enterprises of which we now know nothing. The Americans in China could cooperate. The English have a powerful society; in fact, two, one covering Shanghai, the other, the China Association, all China. This society is first, last, and all the time for British prestige and commerce; all the British merchants belong to it, and all old employees of the Chinese service in England; their head office is in London. This is the most powerful agent the British have; it watches the interests of the humblest merchant or British subject in China as jealously as it guards the great and princely houses. It is strange that Americans have no such organization.

EXCHANGE.

In 1890, a Mexican dollar was worth by the mint valuation 92.3 cents; to-day, it is worth 0.446. Then, it cost me \$160, gold, to buy 100 Shanghai taels; to-day, it costs only 60 gold dollars to buy that amount of silver; then, we got 1,200 to 1,400 copper cash for 1 Mexican dollar; to-day, only 850 to 870; thus, while the Mexican dollar has been getting cheaper to the foreigner, it has also been getting cheaper to the native, for the currency of China is the copper cash.

In 1890, I paid a servant 10 Mexican dollars a month wages, which cost me \$9.23 gold. For his 10 Mexican dollars, he received 14,000 cash, out of which he paid his expenses; to-day, he receives the same number of Mexican dollars (10), but they cost me now \$4.46 gold, and he receives but 8,700 cash at the most; thus we see the Chinaman is hit either way. The purchasing power of his copper cash has decreased as well as the silver value. It is strange but true that copper cash is more valuable as a metal melted down. A man can melt his cash into ingots and get more silver for it than he can as coin; he would do it, too, but the penalty is death.

The foreigners in the employ of the customs service of China are paid in haikwan taels—customs ounce of silver. In 1890, for every tael they received 153 Mexican dollars. To-day, the haikwan tael is valued at 136 Mexican dollars, so the foreign official not only loses by the fall in the price of silver, but he actually gets less silver. On the other hand, the man who receives a gold salary pays from 40 to 50 per cent more for his food and clothing than he did in 1890. The one universal coin is the Mexican dollar, but every port has its own exchange. There is no country in the world where the rate of exchange is so prominent a factor. The lady of the house must calculate on the rate of cash per Mexican dollar; the man of business the rates between Mexican dollars, taels, and gold, not forgetting the local taels.

To the newcomer, it is bewildering, for now, he can not buy a postage stamp to send a letter to the United States without being told the rate of exchange, and paying accordingly.

The recent adoption of a gold standard by Japan is bound to be of untold value to China, and in another way to the United States. Japan is now increasing the prices of everything. The past week, we have been notified that we must pay 10 Mexican cents per half ounce on our letters to the United States. Before, we paid 5 cents (Mexican). The Japanese steamers have increased the cost of freight and passage money over 10 per cent, as they now charge in gold values. In a short time, we shall hear of her manufacturers increasing their prices. Thus, the United States, having been a keen competitor, will now be able to obtain a large part of Japan's trade with China; and on the part of China, as her local bills and wages are payable in silver, she will be able to undersell Japan in the silk, tea, and straw-braid markets; and the coasting steamers, with their rates in silver, will get more freight, now that their competitors have demanded gold.

Take the post as an example. There is a regular Japanese post-office here. Last week, I could send a letter to Hongkong for 5 cents Mexican, by the Japanese post—say $2\frac{1}{2}$ cents gold; the Chinese post charges for same letter to same place 4 cents, or, say, 2 cents gold. To-day, it costs me 10 cents Mexican, or 5 cents gold, by the Japanese post. Of course, no one is going to pay 5 cents gold for a thing he can get done equally as well for 2 cents.

In 1890, the imports into China from the United States were valued at 3,676,057 haikwan taels* (\$4,668,000). Exports to United States for same year, 8,164,748 haikwan taels (\$9,854,000), nearly 5,000,000 taels more than we sold.

In 1896, the value of our trade was:

Imports from United States, 11,929,853 haikwan taels; or, at \$0.86, \$10,259,673.58.

Exports to United States, 11,123,599 haikwan taels; or, at \$0.86, \$9,566,295.34.

Two gratifying results are apparent: First, our exports have more than doubled since 1890, and in 1896, the imports from the United States exceeded the exports to the United States by over half a million gold dollars; further, it is the first year in the history of our trade that we have sold more than we bought. Yet there is room for vast improvement, for Great Britain sold exactly four times the value of what she bought. Japan sold 6,000,000 taels more than she bought. Still, we have always, up to 1896, bought two or three times as much as we sold.

The American flag on a merchant ship is rarely seen here, but all of the American war vessels rendezvous here in the fall and spring.

JOHN FOWLER, *Consul*.

CHEFOO, *October 14, 1897.*

CHINKIANG.

There is little change to be noted in the trade and commerce of this consular district since my last report on the subject. China is not yet a wide-awake country, and is difficult to arouse from the slumber of centuries. It was thought some time ago that an era of railroad enter-

* The value of the haikwan tael in 1890 was over a dollar. On January 1, 1891, it was valued at \$1.27 by the United States Director of the Mint.

prise had dawned upon the Imperial Government. There were rumors of several lines to be immediately projected and concessions granted to various foreign syndicates. The local papers at Shanghai and Tientsin enliven us from time to time with reports of such stirring movements, but nothing has come of them so far in any practical way. Nearly a year ago, it was understood that a Belgian company had secured a contract to construct a short railway line to connect Woosung with Shanghai, a distance of 12 miles. Woosung is at the point where the Huangpo River enters the Yangtze River, 12 miles from Shanghai. The Huangpo has silted up so of late years that the larger steamers can not get up to Shanghai, and Woosung has become in fact the shipping port of Shanghai. There were propositions to dredge out this short river and restore its navigation, but the great cost of such an undertaking has deferred any action and the railway has been substituted. This work was promptly commenced by the Belgian company, but although it is a straight, level distance, six months have elapsed and not a mile of roadway has yet been completed.

HANKOW-PEKIN RAILWAY.

It is said that the road from Hankow to Peking has been decided upon and the contract signed. This road will be a long one, 600 or 700 miles, with many streams to cross and bridges to construct. At the rate of progress made by the Woosung line, it is too much to ask when this road will be completed. The route from Hankow to Peking is an unfrequented one, with few towns intervening and a sparsely settled country, so that the enterprise is scarcely expected to be remunerative. It is intended, however, to be a strategic line for military purposes, and that, of course, makes all the difference. The Government must foot the bills. Not a cheering prospect for the exchequer, encumbered as it is by the large expenditures of the late war with Japan. China surely makes haste slowly, and not exactly in the proper direction, but has the experience of many thousand years to console her.

RIVER TRAFFIC.

There has been an increased activity in the river-steamer passenger business during the past six months, notwithstanding the fact that the fares have been raised 30 per cent. Foreign tourists travel up the river more than formerly. Arriving at Shanghai, they find that they can take a run to Hankow and thus see much of the river and its towns and life, and connect on return with the ocean-steamer lines in the time they would otherwise remain at Shanghai.

Since my report on the Yangtze region,* in which I dealt fully with the subject of shipping and conditions of transportation, a Japanese company has been organized, which will, in all probability, I am assured, at the commencement of the new year, have five new steamers plying on the river between Ichang, Hankow, and Shanghai. This will have the effect of making traveling more convenient and reducing the fares, which at present are unnecessarily high. These steamers are being built in England, and are to have all modern improvements, conveniences, and a high rate of speed.

* Consular Reports, No. 200 (May, 1897), p. 9.

IMPORTS.

The market in cotton piece goods for the first half of 1897 shows a satisfactory improvement on that of the corresponding six months of 1896, there being an increase of over 20 per cent in the principal items. Gray shirtings increased from 441,069 pieces to 492,866; T cloths from 59,569 to 68,715, while English drills declined in favor, the figures being 11,315 pieces this year against 12,130 of last year; those of United States manufacture advanced to 19,395 pieces from 11,710 pieces. A new feature in the trade this year is the appearance of Shanghai manufactured drills, of which 3,030 pieces were imported. The recent fall in exchange will materially assist the Shanghai mills in their competition with the manufacturers in foreign countries.

Of gray sheetings of English manufacture, 77,282 pieces have been imported, against 60,574 last year. United States sheetings have increased from 1,570 to 4,680 pieces. The importation of prints has also risen, but white shirtings show a diminished demand, the figures being 53,830 pieces against 56,293 during the first half of 1896.

A line of goods that is rapidly growing in favor is dyed brocade, or cotton lasting, 34,487 pieces of which have been imported this year against 19,397 last year. The woolen goods also show a slight improvement. Metals, on the other hand—iron (nail, rod, bar, and wire), steel, and lead—have declined.

COMMERCIAL CONDITIONS.

The condition of business, unfortunately, is not to be estimated with any correctness by the above figures, as the improvement which appears is counterbalanced by events which have happened during the past few months, which have, to a great extent, unfavorably affected business. The principal disturbing influence is the failure of the rice crop on the north bank of the Yangtze River, owing to a very wet season, heavy and long-continued rains, and the inundation of the farming region, by which the lands under cultivation were long covered by water. The fall in the value of silver was another important influence.

The state of the native money market here, as well as in Shanghai, has been worse this year than for some time past. At the time of writing, interest charged by the native banks is as high as 1.8 per cent per month, or over 20 per cent per annum. The exact causes for this are, of course, somewhat difficult to discover, but no doubt, the heavy losses that the native importers, those more especially of piece goods, have incurred through exchange have had much to do with it. A considerable time must elapse before the confidence of those dealers whose business has survived their losses is restored. The influence of exchange is now of enormous importance in transacting business with gold-standard countries, and overshadows almost everything else connected with it. The system of doing business in cotton piece goods that used to be in vogue here was for the foreign merchants to receive consignments on either their own, the manufacturers', or their joint account. The cargo was then sold on arrival, at the best price obtainable, to native merchants. When the fluctuation of exchange began, this system was rendered too risky, and the usual way now is for the native dealers to order goods for delivery, taking themselves the risk of exchange. Buying will be considerably restricted in consequence

of the recent fall of silver, which has raised the cost of imports 30 per cent in many cases above the prices calculated at the time of ordering.

KEROSENE.

United States kerosene shows an enormous advance, the figures for the six months of 1897 being 2,464,820 gallons, against 1,361,400 for the corresponding period in 1896. In fact, the quantity imported during the first half of this year is only 130,000 gallons less than the total for the whole of 1896. Russian oil also shows an improvement, the importation being 1,190,645 gallons, against 788,380 last year. The statistics of cargoes sent inland under transit pass show that whereas a great proportion of American oil imported goes into the interior via the many waterways, canals, etc., only 35,000 gallons of Russian oil were dispatched. Brown sugar shows a slightly increased importation, and white sugar a decrease, the quality of both kinds being about the same as last year.

In exports, there is no material change since my last report, except in the article of goatskins, of which the quantity exported has been considerably less.

TRADE WITH THE UNITED STATES.

There seems to be a considerable want of knowledge in the United States regarding articles suitable to the natives of China, and I might say a want of enterprise on the part of our merchants in not putting suitable goods forward. I am continually receiving from our merchants price lists of articles, such as bicycles, boots and shoes, beer, etc., of which there is no use or consumption by the Chinese. Even in the case of suitable articles, it is hopeless to expect natives to order from price lists, however well illustrated. They want to see the articles themselves. It is absolutely necessary to send samples. Prices accompanying samples should be inclusive of cost, freight, and insurance to this port, as it is difficult, if not impossible, to calculate these charges on this side.

Chinkiang is a very important center for the consumption and distribution of cloths manufactured abroad. Drills and sheetings are the only articles in which any business has been done heretofore with the United States. Few varieties of American manufactured cloths have been seen here. The whole of the import trade in cotton and woolen piece goods has been done with Shanghai. Country dealers, who are the largest consumers, have not had opportunities of seeing our manufactures. The only way to accomplish this is for manufacturers to send out samples and trial shipments of their cloths. If they will communicate with me, I will see that their samples are put into proper hands. In September last, a British firm was established here for the importation of piece goods direct from Manchester, and has been doing a good trade. It is the custom for this firm to receive by every mail samples of all kinds, which are immediately shown to dealers. Their verdict is communicated to the manufacturers, and if it be favorable, a trial shipment (say of 10 bales of each) is made of those lines which promise to sell. At first, most likely, there would be a loss on these, for no one can expect to make a profit on new cloths and chops, but as the latter begin gradually to become known, the loss would in the same proportion diminish, until the result would be profit. British firms are fully alive to the fact that, to introduce goods

into China, a sacrifice must undoubtedly be made, and it is owing to their recognition of this that they have maintained their supremacy in the commerce of this country. American firms seem to lose sight of this, and consequently, have not made the progress they should have made. Another very important factor in the development of our trade is that the qualities of the goods must be consistently maintained. Reports have reached me from several ports in China of shipments of gray sheetings and shirtings having to be disposed of at a loss, owing to inferiority. In one case, a Chinese dealer bought 20 bales on a reference sample which arrived by mail. The goods came about a fortnight later, but when they were received, the quality was found to be much lower than that of the sale sample. These differences do infinite damage, and at once condemn the quality and chop. A chop on a certain cloth soon becomes well known to buyers, and if cargo is always consistent in quality, the cloth can command a substantially higher price than exactly the same article without the chop. Consequently, should at any time a shipment be found inferior, the reputation of the chop is destroyed.

FAILURE OF CROPS.

This district has been visited with much distress among the agricultural classes and small tradesmen, and it is feared that the population will suffer great hardships during the coming winter.

The wheat crop, that promised well, fell greatly short of a full one; the continued drought of the early summer delayed the transplanting of the young rice; heavy and incessant rains caused the overflowing of the river and canal banks and the flooding of immense districts of rice-growing fields, so that the prospect for the rice harvest is most dismal.

But a more serious cause of depression has arisen from the unusually high price of copper cash—the ordinary currency medium of the people. A sudden scarcity of this money, which is difficult to account for, set in last year, and, with the depreciated value of silver, has had the effect of raising the prices of all the necessities of life to a degree unknown since the opening of the treaty ports in China. Many of the principal storekeepers of Shanghai and other ports have in consequence been compelled to notify their customers of an advance of 20 per cent on the prices of their wares. House rents have likewise risen, and even among foreign residents, a good deal of privation is now felt, and the future outlook is by no means reassuring. The winters are cold here and continue five months. Coal has risen to the alarming price of \$15 a ton.

Should, however, the projected railway be extended to this port, as appears probable at an early date, no doubt a brighter prospect will dawn upon the Chinese people, and a great impetus be given to trade and agriculture generally.

A. C. JONES, *Consul.*

CHINKIANG, *October 12, 1897.*

CHUNGKING.

I have the honor to inclose herewith a report on the commerce and industries of this consular district for the six months ended June 30, 1897, with a comparison of the same for the corresponding period of last year, in compliance with Department circular dated August 10, 1897.

IMPORTS.

The principal articles of import from foreign countries and Chinese ports during the half year ending June 30, 1897, as compared with the same period of the previous year, were:

Articles:	1896.	1897.
Cotton goods:		
Shirtings—		
Gray, plain	pieces 236,212	188,439
White, plain	do 23,853	21,857
White Irishes	do 11,100	5,530
Shirtings—		
Dyed, plain	do 1,280	
Dyed, figured	do 3,788	1,748
T cloth	do 1,080	2,100
Drills, American	do 1,935	8,166
Sheetings, English	do 13,968	11,980
Cotton prints, plain	do 17,786	9,840
Printed cotton twills	do 8,880	2,840
Turkey-red cottons	do 9,121	6,105
Cotton lastings, plain, figured	do 19,558	8,297
Cotton Italians	do 30,164	20,179
Velvets	do 1,504	492
Velveteens	do 1,272	228
Handkerchiefs	dozen 9,632	8,467
Towels	do 16,361	5,358
Cotton yarn—		
English	piculs ¹	108
Indian	do 85,974	75,824
Japanese	do	3,000
Chinese	do 1,567	14,237
Woolen goods:		
Camlets, English	pieces 1,430	970
Lastings	do 1,851	1,320
Long ells	do 4,680	2,160
Spanish stripes	do 2,256	1,468
Cloth—		
Broad medium	do 316	306
Russian	do 833	741
Union lastings	do 1,190	18
Italian cloth, plain, figured	do 3,880	6,430
Metals:		
Iron wire	piculs 970	530
Quicksilver	do 57	6
Brass	do 40	20
Foreign sundries:		
Blcho de mer	do 678	484
Buttons, brass	gross 30,801	38,000
Cardamoms	piculs 919	427
Cassia lignia	do 448	443
Cassia twigs	do 2,734	2,341
Clocks and watches	pieces 4,293	2,000
Cuttle fish	piculs 2,028	8,100
Dyes, aniline	haikwan taels 62,455	33,538
Fans—		
Fancy	pieces 372,706	411,715
Palm leaf, trimmed	do 320,950	194,040
Palm leaf, untrimmed	do 1,850,150	1,062,280
Silk	do 680	740
Ginseng, American, clarified	piculs 180	131
Isinglass	do 530	239
Medicines	haikwan taels 11,989	5,806
Needles	mille 70,070	64,710
Oil, kerosene—		
American	gallons 22,460	51,780
Russian	do	21,193
Pepper, black	piculs 2,848	1,318
Sandalwood	do 402	240
Sapanwood	do 185	76
Seaweed and agar-agar	do 8,504	11,261
Shark fins, clarified	do 119	42
Umbrellas	pieces 21,908	13,146
Worm tablets, in bottles	dozen 2,580	1,445
Native sundries:		
Alum, white	piculs 908	1,287
Capoor cutchery	do 265	80
Cassia twigs	do 534	810
China roof	do 4,494	2,853
Cotton, raw	do 8,080	55,117
Cuttlefish	do 1,080	929

¹ One picul = 133½ pounds.

Articles.	1896.	1897.
Native sundries—Continued.		
Fans—		
Fancy.....pieces	236,698	210,192
Palm leaf, trimmed.....do	13,062	6,700
Palm leaf, untrimmed.....do	22,000	23,900
Paper.....do	868,072	806,975
Silk.....do	77,326	43,993
Glass or vitrified ware.....piculs	608	457
Jadestone ware.....pieces	7,021	14,300
Medicines.....haikwan taels	57,101	36,449
Opium lamps.....pieces	62,784	42,578
Paper, first quality.....piculs	650	408
Pipes, white metal.....pieces	6,321	3,436
Sea blubber.....piculs	1,063	436
Silk piece goods.....do	293	350

EXPORTS.

The principal articles of export (including reexports) to foreign countries and Chinese ports during the half year ending June 30, 1897, as compared with the same period of the previous year, were as follows:

Articles.	1896.	1897.
Bristles.....piculs	4,320	5,287
Feathers, duck, fowl.....do	1,153	1,435
Fungus.....do	710	1,848
Hemp.....do	1,106	2,401
Hides, cow and buffalo.....do	3,465	1,351
Horns.....do	245	710
Lead.....do		5,264
Leather.....do	1,114	1,191
Medicines.....haikwan taels	202,605	230,624
Musk.....catties	2,113	1,858
Nutgalls.....piculs	1,980	4,111
Opium, native:		
Szechuan.....do	3,036	3,807
Yunnan.....do	723	307
Peel, orange.....do	361	1,549
Rhubarb.....do	3,114	4,805
Safflower.....do	101	138
Silk:		
Raw, yellow.....do	193	577
Raw, wild.....do	101	92
Refuse.....do	306	245
Cocoons, refuse.....do	1,619	288
Skins (fur), goat.....pieces	52,360	1,086
Sugar, brown.....piculs	5,102	647
Turmeric.....do	4,831	1,889
Wax, white.....do	5,149	4,506
Wool, sheep.....do	14,017	15,635

REMARKS.

The foregoing tables, giving the principal articles with quantities of imports and exports at Chungking for the half year ending June 30, 1897, compared with the same period of the year 1896, have been compiled from the returns of the Imperial maritime customs for the first and second quarter of this year. As regards native sundries, they are incomplete, as they do not embrace the goods passing through the native customs, and these comprise all goods which both reach the port and are dispatched from it in junks not sailing under customs charter certificate.

It is next to impossible to obtain these missing figures from the native customs authorities, although efforts have been made by some persons to do so; but as they only concern native goods, they are

not of great importance. Of exports from western China not shown in the above figures, salt from the brine wells in Szechuan is the principal, amounting to several thousands of tons annually. Of imports, raw cotton and native hand-woven cotton cloths are the principal, heavy junk loads of which are dispatched day after day from Hankow, after the conclusion of the cotton harvest in November, direct to Chungking, thus escaping all notice by the foreign customs. However, from the above tables it will be seen that the importation of native raw cotton by junks sailing under customs charter certificates has increased from 1,170,666 pounds in 1896 to 7,348,933 pounds in 1897, which must be very profitable to those engaged in this trade.

Taken as a whole, the figures of imports show a great decrease for the half year under review, as compared with the same period of 1896. In the importation of United States drills, there has been a decided increase, and in shirtings, on the other hand, a decided falling off, as well as in nearly every item under the head of cotton goods.

Japanese cotton yarn is being imported, and is apparently, from the diminution of Indian yarn, supplanting this commodity. Under woolen goods, there is a decrease of every article save the last, Italian cloth, which has increased by about half. Under metals, there has been a heavy decrease in the quantity imported in the three articles named.

Under foreign sundries, American kerosene oil has increased by more than as much again, which is encouraging for those engaged in this trade. The other articles under this head have more or less decreased in quantity. I have been unable to obtain values, as the customs returns do not give them in their quarterly returns of trade.

INDUSTRIES.

The following description is from *Up the Yangtze*, by E. H. Parker:

As a distributing center, possessing ample banking facilities, the importance of Chungking can not be gainsaid, but so far as local industries and manufactures are concerned it occupies a second-rate position.

In the following list, the principal articles locally produced are enumerated:

Brass ware, copper ware, pewter ware, and white-metal ware, consisting of cups, kettles, locks, bracelets, earrings, head ornaments, and water pipes (the white metal employed is procured from Hankow and the copper and lead from Yunnan).

Cotton cloth, including imitation astrakhan; also tapes and thread, spun from Bombay yarn; also from cotton grown in the north of the province.

Druggets, made from wool and goat's hair, procured from Ta-chien-lu and the frontier of Thibet.

Grass cloth, woven from hemp grown locally.

Glassware, including window glass, vitrified roof tiles, and opium lamp shades. (The first glass factory was started fully thirty years ago by Cantonese, who at the commencement made handsome profits. The ingredients employed appear to be powdered pebbles, lime, ash of charcoal and wood, arsenic, and sulphate of soda. At date, there are seven factories running in opposition, each employing some eighteen hands. The articles turned out are of the commonest and most fragile description, but find markets throughout the province in general.)

Ironware, such as agricultural implements, choppers, knives, scissors, and locks, the iron employed being mined and smelted locally.

Leather ware, in the shape of trunks, pouches, purses, and saddlery.

Lacquer ware, including basins, trays, teapot cases, and fancy boxes, with a groundwork of either wood or papier-mâché.

Matting, of bamboo, coir, and rush.

Matches. (Two factories are in operation, the head workmen being Ningpoese. Supplies of phosphorus, ground glass, etc., are procured from Shanghai, while the wood and sulphur employed are of local origin. The making of the match boxes furnishes employment for a good number of women and children. The

matches are very inferior, and have not as yet succeeded in driving the foreign article out of the market.)

Rope and cordage; small supplies are made of cotton, coir, and hemp.

Skin clothing and skin rugs; partially cured skins of the badger, fox, otter, monkey, squirrel, civet, raccoon, hare, lamb, and sheep are imported from Sung-p'au, Ta-chien-lu, Kweichow, and Yunnan, and, after being thoroughly prepared and finished, are made up chiefly to order.

Silks; crepes, pongees, laces, and thread are woven, but to no appreciable extent.

Wine; shoa-ch'in is distilled from barley, maize, and kao-liang; lao-ch'in and imitation shao are distilled from rice. (Customs Decennial Reports, 1882-1891.)

A very considerable trade in grass cloth is carried on at Chungking. The cloth is woven from the fiber of the Chu-ma (*Urtica* or *Boehmeria nivea*), a plant cultivated in considerable quantities all over Szechuan, but chiefly in the neighborhood of Fu Chou and the Kung-t'an River, and next in order in the district of Shui-lin and the prefecture of Kia-ting, much higher up the Yangtse. Villagers often cultivate small patches in the immediate neighborhood of their cottages on beds of greasy clay, too rich for the raising of cereals, on account of the liability of being overrun with insects. The seeds are sown in the spring, but need not be renewed. All that is necessary is that the stumps be each year covered over with cow dung after the stalks have been cut or broken off. The first and best crop is gathered about the end of the year, the second in the third moon (April), and the third in the sixth or seventh moon (July or August). It is considered better to tear off the stalks than to cut them; but, as this method is slower and more troublesome, it is not in use amongst the larger growers. The outer skin is stripped off with a hemp knife, and the stalks are then spread out to dry, in order to be rid of their humidity. Hemp exported at this stage is called ch-ing-ma or gray hemp, as distinguished from the white staple, so called after it has been more fully prepared.

The stalks are next soaked in water and their inner skins peeled off. They are then scutched with knives, and washed in water impregnated with soda or potash, and after being once more dried are handed over to female laborers, by whom they are hackled and drawn. The fibers are then spun into yarn and woven into the famous summer cloth. Most of the unfinished cloth is bleached in special factories, but the labor is also performed on a small scale by village proprietors. The bleaching requires from twenty days to two months, according to the state of the weather, as much of the work has to be performed in the open air by a running stream, and the material has to be repeatedly rewetted and redried. The chief hemp-cloth factories are those of Kiang-Ching, Lung-Ch'ang, and Yung-Ch'ang districts in Szechuan. The cost of the unwoven fiber is from 80 to 90 cash (4 to 5 cents gold) a catty of 16 ounces. There are two descriptions of grass cloth, the coarse and the fine, made up into pieces of 24 and 48 Chinese feet. The finest large pieces cost from 2 to 3 taels (\$1.30 to \$2 gold) and the coarser from 1 to 1.50 taels (70 cents to \$1 gold). The chief export is to Peking, partly by water and partly by land. The custom is for the Chungking wholesale houses to advance the year before a portion of the price to the Kiang-Ching and Lung-Ch'ang manufacturers, situated respectively about 25 and 100 miles from Chungking, who then issue circular notices to the villagers, according to the orders received. There is a mart for this commodity and for hemp generally at Chungking, where the annual transactions in grass cloth alone are said to exceed 900,000 taels (\$184,200 gold).

SUMMARY.

There has been a decided decrease in the quantity of exports and imports since January 1, 1897, as shown by the above figures. There being no direct trade with foreign countries, it is impossible to give names of countries from which goods are imported and where they are exported. The articles themselves in some cases imply the country of origin.

CURRENCY.

The changes in currency value of the tael, which is not a coin but a weight, have been as follows:

January 1, value in terms of United States gold dollar, 71.7; April 1, 70.8.

The rates of exchange on Shanghai and Hankow vary according to the season of the year. During the winter months, the local Chinese banks, which have agencies in both the above-named places, allow Chungking 95 taels per 100 taels Hankow and 97 taels per 100 taels Shanghai, this being their buying rate for checks on these localities. During the other seasons of the year, when money is being employed for various purposes and is scarce, they allow only 88 or 90 taels respectively. There is no currency in circulation excepting copper cash, the amount of which it is impossible to estimate. Syce (silver bullion) is employed instead of dollars.

Prices of commodities have risen at least 20 per cent owing to the fall in the price of silver.

WAGES.

Existing rates for laborer's wages are from 150 to 200 cash (7 to 9 cents) a day, with board. These are the wages for silver, brass, and blacksmiths, stone masons, masons, carpenters, painters, and bamboo artisans. Domestic servants receive, male, 100 cash (5 cents); female, 40 cash (2 cents), with board. Clerk in store, 100 cash, with board, per day.

TARIFF.

There have been no changes in the customs duties or port regulations.

TRADE WITH THE UNITED STATES.

The value of foreign products consumed is unobtainable, and the prospect of introducing American goods into this district, other than kerosene oil and a few piece goods, is not very bright. In view of the returns just published, Szechuan, in which Chungking is situated, is the largest province in China, having a population estimated by some at 70,000,000 and by others at only half as much. The divergence between these two amounts is owing to the failure of the Government to take a reliable census. In my opinion, the former figures are excessive. The richness of the province is undisputed, and if the natural resources, which to a great extent still lie dormant, could only be properly developed, the people would be enriched to a great extent. As it is, they must content themselves with products of their own district that they can buy at a less figure than imported articles.

COMMUNICATION.

The existing conditions of transportation facilities, either by land or by water, between Ichang, the treaty port on the Yangtse, 450 miles below Chungking, are very imperfect. Reliance must be had upon water on native craft, which are tracked up the river the entire distance when the wind does not permit the hoisting of a sail. A large junk takes sixty days to make the uptrip; whereas a light-draft steamer could do it in one-tenth the time, allowing for all likely delays. In my opinion, the navigation of the upper Yangtse by steam is worth looking after by some enterprising steamship company in the United States. The right to run steamers on this section of the river has been secured by the Shimonoseki, Japan, treaty, concluded in 1895, but no company has yet tried the experiment. The means of

communication at present with the United States ports is by native boat to Ichang, thence by steamer to Hankow, thence again to Shanghai, where connection is made with one of the numerous lines of steamers plying between Hongkong and the ports of San Francisco, Portland, and Tacoma. The time of communication is about six weeks to go and eight or more to return. Cargo frequently takes six months to reach this port from Shanghai.

The decrease in imports may be somewhat due to the formation of a new and dangerous rapid on the river, about 200 miles from Chungking, in September, 1896. The obstruction was serious for several months, boats having to transfer their cargoes at the rapids. The cause was a landslide. The figures for the next six months will prove whether this has disturbed trade in imports during that period.

There are no other points on which I can furnish information, and I must conclude this report, regretting that the outlook for American trade in this district is not more promising.

GEO. F. SMITHERS, *Consul.*

CHUNGKING, *October 30, 1897.*

CHUNGKING TRADE IN 1896.

It will be seen from the accompanying tables of the trade of this port for last year that the same shows a decided increase over that of the year 1894.

The whole trade of the port for 1896 amounted to 13,131,569 haikwan taels (\$10,649,702.45 gold), whilst that for 1894 was 10,780,389 haikwan taels (\$8,742,895.47 gold).

The trade for 1895 was slightly in excess of this year, namely, 13,253,772 haikwan taels (\$10,748,809.08 gold).

The above figures, which are taken from the returns of the imperial maritime customs, do not by any means represent the whole trade of the port, in that they do not include the trade which goes on in junks sailing under no customs charter certificates, of which there is a big fleet. Such junks come under the direct taxation of the likin office or provincial customs. There are, therefore, two custom-houses, one imperial and the other provincial. The great mart of the provincial customs is Kuei Chan Fu, distant from here by water about 300 miles, and within the borders of Szechuan.

While we have access to the statistics of the imperial customs, whose returns are published quarterly, the statistics of the provincial customs, if any are kept, remain a sealed book. Several officials and others have desired to gain a knowledge of them, but with no success.

To quote from the returns of the imperial customs, the net native imports amount to 979,386 haikwan taels (\$794,282.04 gold). I have it on competent authority that the yearly trade in native imports (the main staple being raw cotton, which is not grown in the province) amounts to £1,000,000, or nearly \$5,000,000 gold.

The exports for 1896 amounted to 5,223,229 haikwan taels (\$4,236,038.71 gold). If we take this as representing the actual value of the exports, we find that the sum of £1,000,000 is not far wrong, as trade in the long run balances itself. It is safe, then, I think, to put down the whole trade of this port at 20,000,000 haikwan taels, or \$18,000,000 gold.

The share taken by the United States in the foreign import trade of this port is small. I find two items mentioned, drills and kerosene oil. On turning to a table of the annual value of the trade with each country from 1889 to 1896, I find that the imports from the United States into China amounted last year to 11,929,853 haikwan taels (\$9,665,110.78 gold), more than double that for 1895, which was 5,093,182 haikwan taels (\$4,130,570.60 gold), whilst for 1894, the figures were 9,263,082 haikwan taels (\$7,512,369.50 gold); so this year may be taken as a decided increase since last year. Trade was then affected, owing to the war with Japan. I find on turning to the table of articles imported that the above figures for 1896 are not to be taken as representing the actual value of goods of United States origin imported, as four articles alone amount to more than the total given. American drills, jeans, and sheetings were imported to the value of 10,316,781 haikwan taels (\$8,366,909.39 gold), and kerosene oil to the value of 4,883,573 haikwan taels (\$3,954,577.70 gold), or a total of 15,150,354 haikwan taels (\$12,287,037.09 gold), and there were numerous articles under the heads of metals and sundries which are left out of the count.

There is no direct foreign trade with this city, the trade being done with Ichang, a port distant from here about 450 miles and the terminus of steam navigation. The craft employed from this place up, as well as from Hankow, consist of native boats, styled "junks." Goods destined for this market are transshipped at Ichang or Hankow into these junks, under nominal charter by foreigners or Chinese, and the goods are thereby relieved of payment of further duties, as the one import duty paid at Shanghai carries the goods as far as this city. To be carried beyond, they become subject to a further duty of one-half the import duty under transit pass.

The foreign trade is practically in the hands of the English. British goods to a great extent find their way up here, with the exception of kerosene oil and possibly one or two more items.

KEROSENE.

I would recommend that the owners of kerosene oil wells in America, with a view to increase the demand as well as to provide unadulterated oil, establish a depot here for the sale of their product, with, if possible, a foreigner as agent. A great help to the sale of the same would be to give away with each case sold a cheap but noncombustible lamp. A great many fires have resulted through the use of defective lamps, causing the authorities to issue a proclamation stopping importation of the oil into the city. This, however, has now been rescinded, and the oil enters, but a limit is put on the quantity.

IMPORTS FROM THE UNITED STATES.

As to other articles of United States manufacture which would find a sale in the city and neighborhood, I would recommend the importation of clocks and watches, locks of every description, and hinges for doors and windows.

The fall in the price of silver, I am told by a local foreign dealer in these articles, will affect the ready sale of the same. The Chinese, not being able to pay over a certain price for the foreign articles which are sold at a gold rate, resort to the native article in consequence,

which, of course, can not be compared to American goods. If some fixed exchange could be adopted between the buyers abroad and the sellers at home, it would help the sale of these goods a great deal.

From my own observation among the natives in general, apart from foreign piece goods and petroleum, their use or consumption of foreign articles is infinitesimal.

The port has been open to foreign trade only about five years, and its long distance from Shanghai and the defective means of communication, except by telegraph, have prevented a demand for articles of foreign manufacture.

RIVER TRAFFIC.

This last paragraph has brought me to the question of steam traffic to Chungking, up the river Yangtse. In my opinion, it would be profitable for some American shipbuilding association to make a detailed survey of a section of the river between Ichang and Kueichow for a distance of 150 miles, which is the only part required to be surveyed.

A British expedition ascended the Yangtse in 1869 as far as Kueichow and reported on the conditions then existing. There are many places in this section of the river which would require the use of dynamite, and if pressure were brought to bear, the Government of China would probably employ foreign engineers and conduct these operations, for it would be useless to grant the right to run steamers if rocks can not be removed from the river. Of course, there are other difficulties, but it remains to be seen whether they are any greater than those met with on the section of the river between Hankow and Ichang, between which ports steamers of light draft are running. I have reference to the rise and fall of the river, which, in summer months, is 50 feet more than during the winter, and frequently very sudden. I am of the opinion, however, that a survey should be made and would result in benefit to those undertaking it.

Arch. John Little, in his book called *Through the Yangtse Gorges*, 1888, says in regard to obstacles to trade with China:

But to bring about a radical change like that of steam communication, and at the same time promote the prosperity of all classes, including those whose vested interests are threatened, what is wanted is permission to the people to avail themselves freely of their almost untouched mineral wealth. It is the studious discouragement of mining enterprise on the part of the authorities that forms the second of the three obstacles to increased trade which I have just enumerated. First of these is the rudimentary condition of communications and thirdly the multiplicity of inland tax stations. It is nothing less than a scandal that at Ichang, 1,000 miles inland, steamers should be driven to burn imported Japanese coal, when Ichang, as Richthofen points out, is situated on the borders of one of the richest coal fields in the world. The vast carboniferous deposits that underlie the Red Basin of Szechuan and the outcroppings of which in the gorges of the Yangtse and its affluents arrest the attention of all travelers in that region, remain a sealed book. If these mines were allowed to be worked by Western appliances and the coal, the iron, the precious metals, and the petroleum springs properly developed, not only would there be such a trade that junks and steamers together would hardly be able to carry it all, but even if the junks were displaced in toto, the few thousand trackers thrown out of employment would not suffice to supply one-tenth of the labor required, and in lieu of the miserable pittance they now receive for their arduous and dangerous labors, they would then earn sufficient wages to enable them to live in comparative comfort.

GEO. F. SMITHERS, *Consul*.

CHUNGKING, *April 30, 1897.*

CHUNGKING CUSTOMS.

ANNUAL RETURNS, 1896.

Net value of the trade of the port for the year 1896.

[Amounts in gold.]

Net foreign imports	\$5,619,381.69
Net native imports	794,282.04
Exports	4,236,088.72
Total	10,649,702.45

Revenue table.

Import duties	\$0.16
Export duties	236,642.63
Coast-trade duties	16,581.59
Tonnage dues	Nil.
Transit dues	12,105.36
Opium likin	Nil.
Total	255,339.74

Estimated proportion of the share taken by each flag in the import and export trade and the trade coastwise, and giving statistics of the transit trade as carried on under treaty, and of population at the treaty ports.

[Vessels trading under customs charter certificate flying the Chinese flag.]

Flag.	Total tonnage, foreign and coastwise, inward and outward.			Total values, coast trade.		Total values, foreign and coastwise.
	Vessels employed.	Number of trips.	Tonnage employed.	Outward.	Inward.	
British	1,552	1,552	39,754	\$2,883,234.76	\$5,468,617.60	\$8,351,852.36
American	55	52	1,803	53,650.59	64,810.25	148,460.84
Chinese	451	451	11,067	1,299,752.69	879,886.21	2,150,587.90
Total	2,058	2,058	52,614	4,236,638.04	6,413,263.06	10,650,901.10

Flag.	Total duties, coast trade.		Total duties, foreign and coast trade.	Population.		
	Export duties.	Import and half duties.		Foreign.		Nationality.
				Number of firms.	Number of residents.	
British	\$151,391.56	\$11,482.23	\$162,873.79	4	170	British.
American	2,875.72	903.15	3,778.87	1	35	American.
Chinese	72,375.24	4,196.27	76,571.51	1	112	German.
					1	French.
					6	Norwegian.
						Japanese.
Total	226,642.52	16,581.06	243,224.17	6	328	

Chinese population estimated at 100,163, census of 1894.

Total transit dues on foreign goods sent into the interior \$12,105.36

	British.	American.	Chinese.	Total.
Amount of half duties deposited on goods leaving the port in chartered junks during the year 1896	\$31,230.89	\$1,437.86	\$15,278.87	\$47,937.62
Amount of drawbacks issued to merchants during the year 1896	20,113.78	707.18	11,114.41	31,935.37
	11,107.11	730.68	4,164.46	16,002.25

Imports of foreign goods.

Articles.	Quantity.	Value, United States currency.
Cotton goods:		
Shirtings—		
Gray, plain.....pieces	373,862	\$700,453.40
White, plain.....do	37,000	930,444.08
Sheetings, English.....do	18,968	47,226.07
Cotton prints, plain.....do	33,632	57,278.49
White Irishes.....do	13,866	34,836.49
Drills, American.....do	6,106	17,814.15
Chintzes and furniture.....do	3,103	5,234.47
Turkey red cottons.....do	15,062	37,841.07
Cotton lastings, plain and figured.....do	34,582	108,933.52
Cotton Italians, plain and figured.....do	58,095	188,460.18
Cotton yarn, Indian.....pounds	22,218,100	3,229,883.13
Woolen goods:		
Lastings.....pieces	3,231	24,630.88
Long ells.....do	6,800	34,226.04
Spanish stripes.....do	3,800	35,327.16
Cloth, Russian.....do	1,735	32,504.06
Italian cloth, plain and figured.....do	10,096	47,786.55
Iron wire.....pounds	139,520	4,657.30
Quicksilver.....do	30,377	14,227.37
Bicho de mar, black.....do	170,420	43,329.29
Cotton, raw.....do	1,745,021	175,132.20
Cuttlefish.....do	368,778	37,010.79
Dyes, aniline.....do		72,640.45
Medicines.....do		18,344.00
Oil, kerosene, American.....gallons	23,510	2,544.91
Opium lamps.....do	846	149.22
Ginseng, American, clarified.....pounds	39,950	157,971.44
Seaweed and agar-agar.....do	2,071,585	39,000.90

Net total, \$5,619,381.09, gold.

Native exports.

Articles.	Quantity.	Value, United States currency.
Bristles.....pounds	766,946	\$117,609.18
Hemp.....do	17,261	73,482.82
Medicines.....do		411,906.90
Musk.....ounces	53,490	426,512.64
Nutgalls.....pounds	632,946	53,873.10
Opium, native:		
Szechuan.....do	936,618	1,139,887.41
Yunnan.....do	138,358	121,974.68
Rhubarb.....do	600,610	88,578.48
Feathers, duck, fowl.....do	3,674	11,221.80
Fungus.....do	5,017	74,157.84
Hides, cow and buffalo.....do	4,858	28,074.88
Leather.....do	2,211	18,155.85
Safflower.....do	618	14,578.68
Silk:		
Raw—		
Wild.....do	75,068	36,454.18
Yellow.....do	436,182	496,779.59
Cocoons, refuse.....do	10,669	17,522.45
Cocoons.....do	370	8,105.94
Cocoons, wild.....do	411	7,423.89
Refuse.....do	1,066	17,522.45
Skins (fur), goat.....pieces	55,391	21,888.89
Sugar (brown).....pounds	12,757	23,277.32
Wax, white.....do	127,938	648,230.67
Wool, sheep's.....do	2,930,217	117,632.30

Net total, \$4,236,282.01, gold.

Native imports.

Articles.	Quantity.	Value, United States currency.
China root.....pounds..	7,444	\$39,846.86
Cotton:		
Raw.....do.	17,484	175,132.21
Yarn, Chinese.....do.	5,276	74,131.97
Medicines.....		70,834.36
Silk piece goods.....pounds..	519	184,169.99

Net total value, \$794,282.04, gold.

Principal articles of import for the years 1894 to 1896.

Articles.	1894.	1895.	1896.
Cotton goods:			
Shirtings--			
Gray, plain pieces	373,050	511,455	374,542
White, plain do	42,408	55,918	37,009
White, Irish do			13,854
Drills, American do	2,085	5,115	6,105
Sheetings, English do	4,880	14,510	18,983
Chintzes and furniture do	1,614	1,573	3,103
Prints, plain do	19,145	28,653	23,622
Turkey-red cottons do	20,580	17,590	15,053
Cotton--			
Lastings, plain and figured do	17,780	33,761	33,580
Italians, plain and figured do	36,498	44,112	58,083
Cotton yarn pounds	169,676	159,076	227,176
Woolen goods:			
Camlets, English pieces	1,070	2,315	2,338
Long wels do	5,514	9,945	6,600
Spanish stripes do	2,950	2,760	3,600
Cloth, Russian do	770	1,298	1,735
Italian cloth, plain and figured do	9,507	8,864	10,086
Metals:			
Iron wire pounds	1,320	2,987	1,394
Quicksilver do	44	238	304
Sundries:			
Bicho de mar, black do	1,417	1,081	1,704
Cotton, raw do	11,694	42,990	17,450
Cuttlefish do	15,422	5,210	6,904
Dyes, Aniline	\$54,697.89	\$6,983.15	\$72,640.45
Medicines	\$66,497.13	\$66,403.86	\$60,178.37
Oil, kero-sene, American gallons	35,040	12,700	23,510
Opium lamps	61,478	73,713	91,688

Principal articles of export (including reexports) for the years 1894, 1895, 1896.

Articles.	1894.	1895.	1896.
Bristles pounds.	8,551	7,213	7,069
Feathers, duck, fowl, etc. do.	3,532	4,049	3,674
Fungus do.	8,714	1,540	4,917
Hemp do.	11,422	18,013	17,281
Hides, cow and buffalo do.	106	642	4,854
Leather do.	1,600	1,490	2,210
Medicines do.	\$371,564.51	\$408,728.80	\$411,906.90
Musk ounces.	51,265	9,718	53,490
Nutgalls pounds.	14,629	23,080	6,336
Opium, native:			
Szechuan do.	7,040	14,388	9,496
Yunnan do.	965	1,317	1,374
Rhubarb do.	8,372	6,922	6,076
Safflower do.	1,160	326	548
Silk:			
Raw—			
Yellow do.	3,965	4,696	4,361
Wild do.	992	852	757
Cocoons do.	404	45	370
Cocoons, wild do.	594	481	410
Refuse do.	1,061	1,350	1,086
Cocoons, refuse do.	11,221	8,257	10,330
Skins (furs) goat pieces.	5,791	13,695	55,361
Sugar (brown) pounds.	3,741	10,210	12,756
Wax, white do.	14,486	14,825	12,793
Wool, sheep's do.	25,374	20,076	29,308

Gross and net values of the trade of Chungking, 1894 to 1896.

	1894.		1895.		1896.	
	Net value.	Gross value.	Net value.	Gross value.	Net value.	Gross value.
<i>Foreign goods.</i>						
Imported from Chinese ports.....	\$4,142,854.54		\$4,556,455.08		\$5,619,737.72	
Total foreign imports.....		\$4,142,854.54		\$4,556,455.08		\$5,619,737.72
Reexported to Chinese ports (chiefly to Ichang).....	663.30		84.34		356.02	
Total foreign imports, net.....	4,143,517.93		4,556,539.42		5,620,093.74	
<i>Native produce.</i>						
Imported (chiefly from Ichang).....		543,211.04		1,004,679.77		794,525.34
Reexported to Chinese ports.....	241.67				243.30	
Total imports, net.....	542,069.37		1,004,679.77		794,282.04	
Native produce of local origin exported to Chinese ports.....	4,053,124.96		5,187,758.57		4,236,038.71	
Total exports of local origin.....		4,053,124.96		5,187,758.57		4,236,038.71
Gross value of the trade of the port.....		8,739,190.54		10,748,803.42		10,650,301.77
Net value of the trade of the port: i. e., foreign and native imports, less reexports and native exports of local origin.....	8,742,895.47		10,748,809.08		10,649,702.45	

CHUNGKING TRADE IN 1897.

The net value of the trade of this port, i. e., foreign and native imports, less reexports, and native exports of local origin, was, haikwan taels, 17,971,376, or \$13,298,818.24, an increase of 4,839,817 taels, or \$3,581,464.58, or 33 per cent over the figures for last year. The figures for the past three years are as follows:

	Haikwan taels.	
1895.....	13,253,772	\$9,807,791.28
1896.....	13,131,569	9,717,861.06
1897.....	17,971,376	13,298,818.24

Special tables compiled by the imperial maritime customs at this port, giving the principal articles of import and export, with quantities only, for the years 1895, 1896, and 1897, are given below, from which it can be learned what articles contributed to the increased trade of the port, as shown by the above figures.

Comparative trade of the principal articles of import for the years 1895, 1896, and 1897.

Articles.	1895.	1896.	1897.
Cotton goods:			
Shirtings—			
Gray, plain	pieces 511,455	374,542	459,394
White, plain	do. 55,918	37,009	36,964
White, Irishes	do. 5,115	13,856	15,753
Drills, American	do. 14,510	6,105	10,651
Sheetings, English	do. 1,573	18,968	24,550
Chintzes and furniture	do. 26,093	8,108	2,201
Cotton prints, plain	do. 17,580	83,632	16,011
Turkey-red cottons	do. 83,761	15,052	10,005
Lastings, plain figures	do. 44,112	83,580	24,973
Italians, plain figures	do. 119,307	58,085	43,292
Yarn	(piculs 15,907,600	170,682	231,281
	(pounds 22,750,933	30,837,867	
Woolen goods:			
Camlets, English	pieces 2,315	2,326	2,212
Long ells	do. 9,945	6,600	5,200
Spanish stripes	do. 2,762	3,800	3,220
Cloth, Russian	do. 1,296	1,735	1,073
Italian cloth, plain figures	do. 8,884	10,066	12,602
Metals:			
Iron wire	(piculs 2,203	1,046	686
	(pounds 293,733	139,467	91,467
Quicksilver	(piculs 179	228	6
	(pounds 23,867	30,400	800
Sundries:			
Bicho de mar, black	(piculs 811	1,278	1,025
	(pounds 108,133	170,400	136,667
Cotton, raw	(piculs 32,243	13,068	65,059
	(pounds 4,299,067	1,745,067	8,674,533
Cuttlefish	(piculs 3,908	5,178	9,256
	(pounds 521,067	690,400	1,234,133
Dyes, aniline	(haikwan taels 86,105	89,589	67,206
	(dollars 63,717.76	66,281.06	49,732.44
Medicines	(haikwan taels 109,006	109,961	107,870
	(dollars 80,664.44	81,371.14	79,823.80
Oil, kerosene, American	gallons 12,700	23,510	75,780
Opium lamps	pieces 73,713	91,688	75,969

The articles in which there has been a large increase over the figures of the previous two years in the above table are American drills, English sheetings, cotton yarn, raw cotton, cuttlefish, and kerosene oil.

Comparative trade of the principal articles of export (including reexports) for the years 1895, 1896, and 1897.

Articles.	1895.	1896.	1897.
Bristles	piculs 5,410	5,752	6,179
Feathers, duck and fowl	do. 3,037	2,756	3,171
Fungus	do. 1,155	3,768	4,080
Hemp	do. 9,760	12,946	13,549
Hides, cow and buffalo	do. 482	3,644	2,137
Leather	do. 1,110	1,658	1,563
Medicines	haikwan taels 505,091	507,900	600,056
Musk	do. 49,716	53,490	52,597
Nutgalls	piculs 17,817	4,745	13,549
Opium:			
Native Szechuan	do. 10,791	7,025	9,392
Native Yunnan	do. 968	1,038	1,294
Rhubarb	do. 5,192	4,505	6,673
Safflower	do. 245	389	377
Silk:			
Raw—			
Yellow	do. 3,523	3,271	4,566
Wild	do. 639	568	961
Cocoons	do. 34	278	34
Cocoons, wild	do. 861	308	76
Refuse	do. 1,015	800	579
Cocoons, refuse	do. 6,193	7,748	5,240
Skins (furs), goat	pieces 13,695	55,391	1,086
Sugar, brown	piculs 7,658	9,567	647
Wax, white	do. 11,119	9,596	9,756
Wool, sheep's	do. 15,067	21,977	23,696

Gross and net values of the trade of Chungking for the three years.

	1895.		1896.		1897.	
	Net value.	Gross value.	Net value.	Gross value.	Net value.	Gross value.
<i>Foreign goods.</i>						
Imported from Chinese ports	\$4,157,554.58		\$5,127,750.82		\$6,248,619.94	
Total foreign imports	\$4,157,554.58		\$5,127,750.82		\$6,248,619.94	
Reexported to Chinese ports (chiefly to Ichang)	76.96		324.86		99.16	
Total foreign imports, net	4,157,477.62		5,127,425.96		6,248,520.78	
<i>Native produce.</i>						
Imported (chiefly) from Ichang		916,723.84		724,967.64		2,054,586.32
Reexported to Chinese ports			222.00		219.78	
Total native imports, net	916,723.84		206,745.64		2,054,366.54	
Native produce of local origin exported to Chinese ports	4,733,589.82		3,865,189.46		4,995,930.92	
Total exports of local origin		4,733,589.82		3,865,189.46		4,995,930.92
Net value of the trade of the port, i.e. foreign and native imports less reexports and native exports of local origin	9,807,791.28	9,807,868.24	9,717,361.06	9,717,907.92	13,298,818.24	13,299,137.18

The trade in foreign goods for the year 1897, with quantities and values reduced to United States gold dollars, has been as follows:

Imports of foreign goods.

Articles.	Quantity.	Value.
<i>Shirtings:</i>		
Gray, plain	pieces.. 458,304	\$348,023.90
White, plain	do.. 36,964	85,889.58
Figured	do.. 2,654	6,672.46
White Irishes	do.. 15,753	44,891.26
Sheetings, English	do.. 24,550	58,134.40
Cotton prints, plain	do.. 16,011	24,893.02
T-cloths	do.. 3,802	5,945.76
<i>Drills:</i>		
Indian	do.. 1,640	4,126.24
American	do.. 10,651	27,374.76
English	do.. 750	1,887.00
Chintzes and furniture	do.. 2,201	3,418.80
Turkey-red cottons	do.. 10,005	22,211.10
Camlets, English	do.. 2,212	21,084.34
Cotton lastings, plain, figured	do.. 24,973	75,767.86
Cotton, Italian, plain, figured	do.. 43,292	128,144.32
<i>Cotton yarn:</i>		
Indian	do.. 25,118,667	3,750,091.34
English	do.. 23,600	4,374.88
Japanese	do.. 1,171,333	182,674.92
Woolen lastings	pieces.. 3,630	25,250.28
Woolen, long ells	do.. 5,200	23,857.60
Spanish stripes	do.. 3,220	30,024.02
<i>Cloth:</i>		
Russian	do.. 1,073	20,406.24
Broad, medium	do.. 663	17,589.80
<i>Fans:</i>		
Fancy	do.. 411,895	5,355.38
Palm leaf, trimmed	do.. 231,540	2,261.44
Palm leaf, untrimmed	do.. 1,277,690	5,483.40

Imports of foreign goods—Continued.

Articles.	Quantity.	Value.
Ginseng, American clarified.....pounds..	37,200	\$150,131.94
Isinglass.....do.....	134,667	26,607.44
Medicines.....do.....		11,356.78
Needles.....mille.....	107,000	14,619.44
Oil, kerosene:		
American.....gallons..	75,780	7,754.46
Russian.....do.....	35,795	2,537.46
Pepper, black.....pounds..	550,667	26,641.48
Sandalwood.....do.....	77,867	5,052.72
Sapanwood.....do.....	15,733	261.22
Seaweed and agar agar.....do.....	3,105,867	44,817.36
Union lastings.....pieces..	18	76.96
Italian cloth, plain, figured.....do.....	12,602	60,975.26
Iron wire.....pounds..	91,467	2,530.06
Quicksilver.....do.....	800	247.32
Brassware.....do.....	2,400	358.16
Bicho de mar.....do.....	136,667	40,898.26
Buttons, brass.....gross..	69,126	20,165.00
Cardamoms.....pounds..	10,800	10,519.10
Cassia lignia.....do.....	115,733	11,052.64
Cassia twigs.....do.....	600,400	8,663.92
Clocks and watches.....pieces..	4,019	4,932.10
Cuttlefish.....pounds..	801,867	68,982.16
Dyes, aniline.....do.....		49,732.44
Shark fins, clarified.....pounds..	4,667	2,696.56
Umbrellas.....pieces..	22,446	5,375.00
Worm tablets, in bottles.....dozen..	1,835	1,020.46
Total		6,248,520.78

Imports of native goods.

Articles.	Quantity.	Value.
Alum, white.....pounds..	234,000	\$2,337.66
Capoor cutchery.....do.....	50,533	1,597.66
Cassia twigs.....do.....	96,800	1,517.74
China root.....do.....	725,600	38,822.62
Cotton, raw.....do.....	8,674,533	808,814.08
Cuttlefish.....do.....	432,267	26,367.66
Fans:		
Fancy.....pieces..	213,720	5,618.06
Palm leaf, untrimmed.....do.....	30,610	172.42
Paper.....do.....	809,523	21,565.82
Silk.....do.....	46,780	3,478.74
Glass or vitrified ware.....pounds..	162,667	15,888.54
Jadestone ware.....pieces..	16,708	2,967.36
Medicines.....do.....		68,467.02
Opium lamps.....pieces..	75,869	10,579.78
Paper, first quality.....pounds..	93,733	15,453.42
Pipes, white metal.....pieces..	11,668	5,004.62
Sea blubber.....pounds..	254,267	4,203.36
Silk, piece goods.....do.....	59,733	201,809.64
Total		2,054,366.54

The statistics are from the returns of the imperial maritime customs. There is no duty levied at this port on foreign goods. The same pay duty at Shanghai and can then be transported here without further tax. The trade is carried on from Ichang in native bottoms (junks), varying in capacity from 1,000 piculs to 50. There has been a severe obstacle in the way of up-river junks during the past fifteen months, in the formation of a new rapid about 200 miles below here, alluded to in my report for the first six months of this year. The presumption that this rapid had to do with the falling off of the trade of this period as compared with the same period of the previous year has proved correct. I am glad to say that measures now are being taken to blow this obstacle up with dynamite, and it is confidently expected

that this impediment to trade will be a thing of the past before very long. The navigation of the river by steam should follow the obliteration of this rapid.

It must not be forgotten that the figures under the head of native sundries by no means embrace all the goods of this character arriving at the port. Raw cotton and piece goods are imported heavily in junks from Hankow direct to Chungking, passing under the native customs, which thus escape all notice by the foreign customs. The system of likin tax has been condemned by foreigners, but if any attempt were made by the central Government to abolish the same, establishing in its place a higher rate of duty on all imports into the country, there would be a revolution in certain provinces.

The principal native exports are given below. Salt is not included, as this passes under the native customs. There is no direct trade with foreign countries; the trade is with Ichang and the other ports on the Yangtse below here.

Exports of native goods.

Articles.	Quantity.	Value.
Bristles.....pounds..	557,200	\$37,371.80
Feathers, duck, fowl.....do...	432,800	11,535.86
Fungus.....do.....	536,000	64,740.12
Hemp.....do.....	1,808,533	72,186.48
Hides, cow and buffalo.....do.....	284,988	18,975.82
Horns.....do.....	110,133	2,983.30
Lead.....do.....	2,108,867	2,040.18
Leather.....do.....	208,400	24,639.78
Medicines.....do.....		444,041.44
Musk.....pounds..	70,898	430,571.06
Nutgalls.....do.....	1,808,533	186,488.14
Opium, native:		
Szechuan.....do.....	1,252,267	152,902.50
Yunnan.....do.....	172,533	252,815.06
Peel, orange.....do.....	235,383	9,797.60
Rhubarb.....do.....	889,733	79,992.52
Safflower.....do.....	50,267	12,523.98
Silk, raw:		
Yellow.....do.....	608,800	725,695.06
Wild.....do.....	124,133	57,045.12
Silk refuse.....do.....	77,200	10,804.74
Silk cocoons.....do.....	4,533	1,053.76
Sugar, brown.....do.....	98,267	1,435.00
Turmeric.....do.....	507,067	8,160.72
Wax, white.....do.....	1,800,800	591,294.78
Wool, sheep.....do.....	3,159,487	128,883.58
Total.....		4,965,930.92

The Szechuan Mining Company was organized last year by a Mr. Tong, who had studied mining in America for several years. After getting the sanction of the viceroy, in 1896, to order machinery, he went to Shanghai and gave the order to some firm there, returning to Chengtu last June (1897). Immediately after his arrival at the capital, a bureau was opened, which is situated near the arsenal.

The mines are gold, and are worked at the following places: Yuh-sheting, Mowchon, and Mowchueh, about 600 li southwest of Chengtu and near Yachon. At first, the people petitioned the viceroy to stop the work, but as samples of the gold had been brought from Mowchueh for his inspection, the petition was not granted and the work was allowed a trial.

Inquiries have been made as to the company's capital, but nothing accurate can be obtained, as the figures are very wide apart. The scheme is under official supervision.

The company is at a standstill now, owing to the removal of Viceroy Lu Chuanlin, as the tartar-general, who is acting viceroy ad interim, is unwilling to take the responsibility should it prove a failure; so orders have been given to await the views of the new viceroy, Yü Lu.

The bureau for trade affairs, which was at one time at Chengtu, opened its head office at Chungking during November last. Its object is to promote commercial enterprises in this province with native capital. The director of the bureau is Mr. Sung Yu Jen, an expectant taotai by rank, who has been deputed by the board of revenue to carry on its affairs. A newspaper, the first in the west of China, has been started by the bureau and is issued three times a week. The printing is carried on at present with woodcuts, but orders have been given for foreign machinery. Owing to the length of time necessary to get anything here, it has not yet arrived. Books are also being printed, and they expect to do much in that line when the machinery arrives. The bureau has also promoted a glass company in this city and a white-wax company at Kiating.

GEO. F. SMITHERS, *Consul*.

CHUNGKING, *February 9, 1898.*

AGRICULTURE IN SZECHUAN.

Consul Smithers sends from Chungking, under date of November 18, 1897, a report upon agricultural conditions in the Province of Szechuan, which has been transmitted to the Department of Agriculture. The principal points of the report are summarized as follows:

Rice is the chief agricultural product of the province, the annual production being 200,000,000 bushels in good years. Other products, in the order of importance, are: Wheat, opium, tobacco, buckwheat, hemp, maize, millet, barley, beans, rape, safflower, sugar cane, sesamum, and peas.

The area of the province is nearly equal to that of France. The area of the latter country is given as 204,092 square miles and the population at 37,000,000. In area this province is less, but the population is said to be equal, if it does not exceed, that of France. The land is cultivable to its highest slopes. The following description of the cultivation of rice is taken from Up the Yangtse, by E. H. Parker:

In September the land is turned up with the plow, and after being left a short time the water is turned on. During November or December it is regularly plowed and harrowed, and this is repeated in the following months. The next step is to prepare a small portion of land for the rearing of rice shoots. All but an inch of water is allowed to run off and the banks are shoved up with mud. Manure and lime are put on and the seed scattered in March, 1 quart of seed being used for 533 pounds avoirdupois of unhusked rice. A watch against birds is kept for ten days, and then the young shoots appear, unless there is rain, which causes rotting and necessitates repeating the process in other ground. In twenty days the shoots are 5 inches high, when 2 or 3 inches of water are allowed to cover the shoot land. Where no river is handy water is collected in high level pits. About an inch of water is now allowed to cover the fallow land, which, after being once more harrowed, is planted with the shoots, set two or three together. The shoots for transplanting are pulled up by the roots and the outer decaying shoots in each group are pressed into the ground to serve as fertilizer, leaving the healthy ones in the center several weeks after transplanting. This process is repeated after several weeks more, and the crop is gathered in July or August, about one hundred days after transplantation. Rich lands do not require to lie fallow, but have water turned on at once and are planted after one plowing and harrowing.

In Szechuan there is no such thing as a double crop of rice in one year. In Hunan Province, although there are summer and autumn crops, they are never grown during the same year. Near Canton, it is said, a different kind of seed is required for the spring and autumn crops, and the spring rice will not grow in autumn or the autumn rice in spring. These facts appear to open problems in agriculture worthy of attention.

Among the instruments used for husking rice is one called the *lui*, a sort of light bamboo mill, worked by hand. Another is a narrow wheel running backward and forward in a stone trough, worked by men.

Szechuan has always produced more rice than it can consume; and taking the population at 35,000,000, the consumption of rice, pulse, and other grains does not fall far short of 1,545,883 bushels daily. In years of surplus the unhusked rice is stored in granaries, where, by airing the contents of each bag once a year, it may be kept for ten or twelve years. During the year 1880, rice was so cheap that a strong man could keep himself in food for 2 cents per day. The price of rice this spring was high, owing to the failure of the crop. The rice stored in the granaries became exhausted, and supplies had to be sent from the adjoining provinces. This year's crop was abundant and prices are normal.

• OPIUM.

The following is summarized from the Customs Decennial Reports, 1882-1891:

Both climate and soil favor the cultivation of the poppy. The seed is planted in the same way as winter corn, the first of November, and the fields require abundant rain and a few sunny days in April to precipitate the crop toward harvest. The collecting begins at the end of April and lasts some time, as when the first incisions in the capsules have been made and the juice collected the plants are allowed to revive for a few days, after which the same process is repeated. The poppy thrives on sandy soil, but requires a great deal of manure and more labor and attention than either wheat or beans, the rival crops. Occasionally, but rarely, it is grown on rice fields during the winter. It has been found that the transplanting of the young rice is thereby delayed too long, and the crop suffers in consequence. When the cost of cultivating wheat and opium is compared, it is found that the latter crop yields 80 per cent more profits. The difference, though considerable, is yet insufficient to cover the risk of losing the rice crop. Opium cultivation, lucrative as it is, will not encroach on the paddy land, or land used for the rice. This is practically its only limitation. "The Chinese," says Baron von Richthofen, "prefer to supply first their rice and other grain before they plant crops not for their use. * * * The more favorable the conditions for agriculture and the more fertile the ground, the smaller is the ratio in which the poppy is planted."

The raw opium, when collected, is taken to the nearest market and sold as soon as possible, so that it may not lose too much in weight. To prepare it for the trade it is placed in trays 7 by 3 feet in size, polished and lacquered and having projecting rims. These trays are placed in a slanting position, and the opium is exposed in the sun, the moisture escaping through an opening at the lower end. It is then made into cakes 4 inches high and about the same in diameter, and each cake is wrapped in bamboo. The work requires great skill, and one man turns out about thirty cakes a day.

TOBACCO AND SUGAR.

E. H. Parker, in *Up the Yangtse*, says in part:

Tobacco is extensively cultivated in the neighborhood of Chengtu. The largest quantity, made up chiefly of cut tobacco, comes from Pi Hsien, where oil-cake manure is used to advantage. The best quality is dried with fire instead of in the sun, and would, it is said, compete successfully with any in the world. Its color is good and the flavor soft. A stronger kind comes from Shihfang Hien. The prices of all kinds are 25 per cent higher in the autumn than when the crop has just been gathered. Szechuan exports tobacco to the provinces of Hupeh and Hunan. It is planted in April and May, and gathered in June and July.

There are two sorts of sugar cane in Szechuan. The red variety requires more manure than the white, and, being soft, is used for eating raw. From the white four sorts of sugar are made—the unrefined or brown, which is in general use;

white sugar, which is simply the brown freed of its impurities; crystallized sugar, or sugar candy, is again made from the white sugar, and sells at \$134 gold per 1,000 catties (1,333 pounds). Refined sugar is obtained by placing the brown in vats floored with grass, and covered with potash obtained from the grass. The vats are exposed to the air for a month, the potash doubtless having the same effect as the limewater and charcoal of English refineries. Two oak rollers serve to extract the sugar from the cane. Cogs are set in the rollers, and the cane is held by a feeding cooly. The rollers are turned by cattle. The juice runs along a small bamboo gutter to a series of vats, whence it is scooped into boiling pans. On emerging it has more the appearance of cheap taffy than anything else.

FRUITS.

Kiang-tsin, about 60 miles from Chungking, is a great producing province. Among the fruits grown there may be mentioned apples, cherries, dates, grapes, lichees, lung-ngans, melons, olives, oranges, peaches, pears, persimmons, plums, pomegranates, pumeloos; there are also chestnuts, lotus nuts, peanuts, and walnuts. Two sorts of oranges, the close skinned and the Mandarin, are exported to the adjoining provinces. The first-named class sells at 10 cents (Mexican) per dozen, and the latter at 4 cents, which prices naturally defy competition.

AGRICULTURAL IMPLEMENTS.

Plows, harrows, and flails are used, all of local manufacture. The flail is used for thrashing wheat, and is a pole having an axle running through its head. On the right side of the pole and turning on the axle are five sticks, fastened together at half-inch intervals with bamboo cords, and half as long as the handle.

The grains of rice are extracted by striking the stalks against a wooden box, which has an opening on the top crossed with wooden bars. The plow in use is of iron and of the crudest construction. It costs about \$2 Mexican.* If the farmers would invest in plows of United States manufacture, the consul says he does not doubt that the additional expense would be compensated by the greater effectiveness and durability of the improved article. Mr. Smithers says they require evidence of this. He continues:

Consul-General Jernigan, of Shanghai, in a report for publication in the *Review of the World's Commerce*, 1895-96, suggested as an expedient that an emporium be established at Shanghai for the exhibition of articles of American manufacture. I can not help but think that this was a wise suggestion, and if undertaken, would undoubtedly result in an increase of our trade with China. What is wanted is ocular demonstration to the people of this country, to induce them to invest in our manufactures. Printed books and circulars are all very well as an accompaniment.

FOOCHOW.

In compliance with circular of August 10, I have the honor to submit herewith the following report on the commerce and industries of this consular district:

Fohkien Province, of which Foochow is the capital, is an agricultural district, lying on the sea and well watered by the Min River and its tributary branches. Its chief industries are farming and fishing. It has an extensive commerce with native ports and foreign lands.

* According to the last valuation (October 1, 1897) by the United States Director of the Mint, the Mexican dollar equaled 44.6 cents.

The country is mountainous, and without any highroads over which vehicles can pass, and there being no horses in this part of China, its products are carried on men's shoulders or by river boats to and from the interior. Many thousands of persons are engaged in traffic on the river.

About halfway between Foochow and Amoy are located the famous pottery and china-ware works of South China, which employ large numbers of workmen and run night and day.

Foochow No. 1 lacquer has a reputation that is world-wide. This industry is in the hands of one family, and has descended from one generation to another. The best pieces, even though small, require six months to complete, but the average time required is nine months. Many imitations of this famous lacquer have sprung up, so that very excellent work is made by many shops and the lacquer trade is quite large.

This province is noted for its teas. In 1830, the East India Company endeavored to open trade with this district in tea, but it was not opened to foreign trade until 1842. In consequence of the high taxes imposed by the Government on this industry and the want of proper attention to cultivation, the quality and quantity have rapidly depreciated. It is pleasing to be able to report a gleam of hope that this decline may be checked by efforts of foreign producers. The Foochow Tea Improvement Company, organized a little over a year ago, has introduced methods of preparation of the leaf which, though never before tried in China, have given such prominence to teas raised in India and Ceylon as to seriously threaten to drive China teas from the world's markets. Machine rolling gives the leaf a more even twist and causes less breakage than by hand, but what is more important, the even, regulated pressure of the machine keeps the sap of the green leaf working among the leaves, and it is not expressed, as with teas prepared by the Chinese method. The use of the roller gives the small Pekoe leaves a bright golden appearance, whereas the Chinese method causes these young leaves to turn black. This company now owns a fair quantity of land, and has given attention to pruning and manuring the plants, and by better cultivation and machine rolling and preparing, is enabled to produce much better results than heretofore. The product of this new enterprise in its first season has been very satisfactory and encouraging. During the last six months, there have been shipped from this port teas of all kinds, amounting to 21,463,435 pounds.

Besides tea, the people around Foochow raise large quantities of rice, wheat, rye, barley, millet, sweet potatoes, olives, oranges, lichee, bamboo sprouts, vegetables, lily and lotus roots, tobacco, and fruits of other kinds than above mentioned.

The chief manufactories of the district, besides lacquer and pottery above mentioned, are bamboo ware, soapstone ornaments, furniture, cotton goods in native handlooms, Chinese shoes, paper umbrellas; flour from sweet potatoes, rice, and wheat; silk goods, olive, tea, and peanut oil. They prepare and ship large quantities of fish, lumber, and feathers. There are no foreign manufactories of cotton goods in this district, although some are being projected.

IMPORTS.

The imports are chiefly kerosene oil, wheat flour, cotton goods, opium, sugar, coffee, tobacco, yarn, clocks and watches, Japanese safety matches, etc.

Of kerosene oil, there was received last year at this port 578,000 gallons of American product and 1,476,000 Russian. An English firm has within a few months built godowns on the north side of the river, having a storage capacity of 300,000 gallons. It is proposed to bring oil here in tank steamers and pump it into tins on board, an operation which can be effected at the rate of 1,500 gallons per hour. This will save expense of machinery at the godown and also expense of casing the tins.

Nearly all the trade in United States goods is carried on by Europeans, there being but 1 American merchant against 45 European firms having places of business here. It is not strange, therefore, that United States goods are so little in demand, as English, Russian, and German traders will not push them. They will supply them, of course, on demand, if they can not persuade purchasers to accept goods made in their own countries, but are naturally more interested in the sale of their own products. All the banking business of this port is in the hands of British subjects. We should have an American banking institution at Shanghai, with branches in the several out ports.

TRANSPORTATION.

The transportation facilities in this part of China are very defective. There are no railroads or carriage roads, hence nothing can go on wheels. No horses, mules, or other animals are used in carrying goods; everything, however bulky, has to be carried on men's shoulders by the aid of bamboo poles. There is no market for electrical goods, as the natives are very conservative and do not use electricity or steam power.

The keeping of firearms for sale to natives is forbidden by law; hence there is no demand for such products.

WAGES.

The wages of the common people are very low. The laborer of the cooly class can be hired for from \$1.50 to \$3, Mexican, per month, equal in American currency to 75 cents to \$1.50; good mechanics for 20 to 30 cents per day, equal to from 10 to 15 cents gold. The wages of the laboring classes have not materially increased in this province since 1890, when the Mexican dollar was quoted at 94 cents. Neither have native products largely increased in value, although the Mexican dollar is quoted at 45 cents, and the price of all foreign products sold in this market has nearly doubled.

CURRENCY.

Currency values as given by the Hongkong and Shanghai Banking Corporation are as follows:

Exchange on London, bank bills on demand.....	1s. 10½d.
Credits, four months sight.....	1s. 10½d.
Credits, six months sight.....	1s. 11½d.
Documents, four months sight.....	1s. 11½d.
Hamburg credits, four months sight.....	1.96 marks.
New York, four months sight.....	47½ cents.

The "chop" Mexican dollar, which is used commercially at this port, is 3 per cent less in value than the clean Mexican dollar used in Shanghai and elsewhere, and is now quoted at 45 cents American currency. These values vary daily, and during the last three months have fluctuated between 42 and 47 cents American currency.

STEAMSHIP LINES.

The steamship lines plying between China and Pacific coast ports of the United States are: The Pacific Mail, and Occidental and Oriental to San Francisco, and the Northern Pacific to Tacoma; another line goes to Seattle, and one is projected to Portland, Oreg. Much freight and passenger traffic is carried on with the United States by the Canadian Pacific line running to Vancouver, which receives, especially in the early tea season, when the first-crop teas are rushed through to New York for the opening market, very large freight rates, as high as 3 cents per pound gross. This has gradually been lowered during the season, as the demand for quick delivery has fallen off until the present freight rate is 1 cent per pound gross. Many English freight steamers call at this port, carrying teas to New York via Suez. The passage requires a longer time, consequently freight rates are lower than overland from the Pacific coast, varying from 15s. to 22s. 6d. per ton. This was higher at the commencement of the tea season. Sailing ships also leave occasionally, at a much lower freight rate.

The actual time required in going from this port to Pacific coast ports, via Shanghai, is from twenty-one to twenty-six days, the quickest time being made by the Canadian Pacific steamers to Vancouver. There are no changes to note in the facilities for transportation other than the projected new line to Portland, Oreg., which promises to be first-class in every particular.

COMMERCIAL TRAVELERS, TRADE-MARKS, ETC.

Commercial travelers can not accomplish anything by going into the interior, but a reliable United States house with sufficient capital could doubtless establish excellent traffic with the Chinese merchants at the treaty ports. A central house should be established at Shanghai, with branches at other centers of trade.

There are no laws requiring goods to be marked as to place of manufacture or origin. There are no patent or copyright laws or protection for trade-marks on foreign manufactures, although some effort to protect natives from imposition by imitation of foreign goods may be secured from local officials by the consuls.

For the quarter ending June 30, 1897, 50 ocean-going, foreign-owned steamers entered and cleared at the custom-house, and 6 sailing vessels; also 8 Chinese-owned steamers. A much larger number entered and cleared during the months of July, August, and September, when tea was being shipped.

SAMUEL L. GRACEY, *Consul*.

FOOCHOW, *October 9, 1897.*

HANKOW.

In response to circular of August 10, I have the honor to forward to the Bureau of Foreign Commerce a brief summary of the business done in this consular district, embracing the cities of Hankow, Kewkiang, Shase, and Ichang with the United States.

The principal article of export is tea, and of import, kerosene. As Hankow and the other cities in this district are located on the upper or central Yangtze River, most of the goods received here have to pass through the Shanghai custom-house, and are reshipped up the river to local purchasers, mainly Chinese, either by the various lines of steamers or by junks and larchas. The high water in the river at

present jeopardizing the crops, the famine that has been prevailing on the borders of the provinces of Hupeh and Sze-Chuan, and the fluctuation of silver have had a tendency to prostrate business; but the merchants look forward for an increased trade this winter with the upper country as far as Sze-Chuan. It is thought that an effort will be made to start a line of small steamers from Ichang to Chungking, as the navigation of that portion of the river is now under the control of the trackers (coolies that convey the junks up the rapids), most of whom have been pressed by the officials to carry rice to the suffering persons.

KEROSENE.

The import of United States kerosene has held its own, being 1,870,050 gallons for the quarter ending June 30 last, against 1,431,000 for the quarter ending June 30, 1896. During the same quarter, Russian oil was 1,916,400 gallons against 1,515,700 gallons ending the same quarter June 30, 1896. One reason that the Russian oil is obtaining a foothold here is that it sells at about 8 per cent less than the American oil. There were also, during the last quarter, 387 gallons of Langkat (Dutch oil) imported here.

OPENING FOR UNITED STATES PRODUCTS.

The demand for United States textile goods, especially drills, is steadily increasing, on account of their superior quality. The inquiry for American bicycles is also increasing, and there are now about sixty in use here; they are considered superior to all others. United States flour is used largely in the Yangtze Valley, as well as all kinds of American canned goods, hams, bacon, cheese, California fruits, etc. An American firm has been located here in the last month, and will do a general export and import business.

In regard to the importation of agricultural machinery, nothing can be done at present; but Professor Brill, of Cornell University, New York, has just arrived at Wuchang for the purpose of establishing a model farm under the auspices of the viceroy, and he will endeavor to introduce the latest agricultural machinery here.

American clocks and lamps are the only ones in use here, the native stores being filled with them. United States axes are coming into general use. Boots and shoes are manufactured by native workmen at less than one-half the cost of the imported article, but they are not so good and are badly finished. The same may be said of clothing. As a general thing, hides and skins are exported, and the leather used here imported, mainly from Europe.

I think that China will shortly become a vast field for American mercantile enterprise, as the goods manufactured in the United States are generally popular.

CURRENCY, CUSTOMS DUES, AND PASSPORTS.

It would be impossible to give a correct report in regard to the fluctuation of silver, the currency in vogue in this country being based on the Mexican dollar, which has vacillated about 20 per cent since January 1. As a general thing, the Mexican dollar passes locally two for one United States gold dollar. The common coin of the country is the "cash," now quoted at 850 for Mexican dollar. Owing to the fluctuation in silver, considerable confusion has been created in exchange, especially in large business transactions.

This being an inland port, there are no harbor rates or tariff dues paid by American importers, all being paid in Shanghai; freights are also adjudicated there. The time en route from here to the United States, including stoppages at Shanghai and other ports, will average fifty days; with no detention, about forty days. A daily line of steamers runs from Shanghai to Hankow. The boats are excellent, and make the trip in four days; passage costs \$40 (Mexican). There has been no increase or decrease in freight rates during this year, but as the Japanese propose to put on a line of steamers early next year, a freight war may ensue. As regards commercial travelers, no restrictions whatever are thrown in their way. Armed with a passport, they can go anywhere within the Empire of China with impunity, nothing being contraband but opium, firearms, and gunpowder.

PROPOSED RAILROAD.

Regarding the railroad proposed to be built from Hankow to Peking, but little is known definitely. The routes have been gone over, but no permanent survey made. From here to the hills, 14 miles distant, a trestle will have to be built above the high-water mark, in many places 50 feet in height. Boats are now unloading stone for that purpose. In the valley of the Yellow River, on the route, the engineers anticipate much trouble in bridging that stream, and it will require skillful engineering to cross the mountains that lie along the line. Most of the country en route is magnificent and susceptible of a high state of cultivation. At places, extensive coal fields can easily be developed, and all that is needed for that purpose is a railway to carry the carbon off, as it can be mined at a small outlay. The iron works at Hanyang, under the charge of an American expert, have demonstrated the fact that rails can be made out of Chinese iron and coke at an output of 130 per day (30-foot 850-pound rails).

As a general thing, business here has been sluggish, the only excitement being the purchase of tea, which did not command as high a price as it did last year, the quality being not so good and it being reported that the American market was overstocked.

I inclose a report, from the Customs Gazette, of the imports and exports at Hankow for the quarter ending June 30, 1897.

JACOB T. CHILD, *Consul*.

HANKOW, *October 6, 1897.*

IMPORTS.

Principal articles of import from foreign countries and Chinese ports during the quarter ended June 30, 1897.

[The valuation of the tael as given by the United States Director of the Mint, July 1, 1897, is 73.1 cents. A picul equals 133½ pounds; a catty, 1½ pounds.]

Description of goods.	1897.
Opium:	
Malwa	piculs .. 52.50
Patna	do .. 91.20
Benares	do .. 1.20
Bolled	do .. 0.19
Native, Szechwan	do .. 1,819.17
Yunnan	do .. 175.93

Principal articles of imports from foreign countries and Chinese ports during the quarter ended June 30, 1897—Continued.

Description of goods.	1897.
Cotton goods:	
Shirtings, gray, plain	pieces 453,945
White	do 177,249
Dyed, brocaded	do 8,163
T-Cloths	do 42,022
Drills, English	do 8,740
American	do 50,133
Sheetings, English	do 34,846
Chintzes and furnitures	do 46,517
Turkey-red cottons	do 10,290
Cotton lastings, plain and figured	do 15,386
Cotton Italians, plain and figured	do 14,872
Velvets	do 1,542
Velveteens	do 499
Handkerchiefs, cotton	dozens 17,888
Cotton yarn, English	piculs 4,373
Indian	do 44,273
Japanese	do 8,455
Chinese	do 3,735
Woolen goods:	
Camlets, English	pieces 4,423
Lastings	do 5,333
Long ells	do 4,213
Spanish stripes	do 1,906
Cloth, broad, medium, Russian, etc	do 1,458
Lusters and Orleans, plain and figured	do 40
Italian cloth, plain and figured	do 5,313
Metals:	
Iron, nail-rod	piculs 3,887
Wire	do 1,976
Tin, in slabs	do 693
Lead, in pigs	do 4,694
Copper, slabs, Japan	do 1,430
Foreign sundries:	
Betel nuts	piculs 1,594
Bicho de mar, black	do 573
Braid, llama	gross 27,000
Buttons, brass	do 20,737
Cardamoms	piculs 893
Cassia lignea	do 482
Cuttlefish	do 1,618
Dyes, aniline	Haikwan taels 46,009
Ginseng, American, clarified	piculs 132
Matches	gross 291,715
Needles	mille 146,900
Oil, kerosene:	
American	gallons 1,870,050
Russian	do 1,916,400
Dutch (Langkat)	do 387,000
Pepper, black	piculs 4,214
Sandalwood	do 6,455
Sapanwood	do 2,448
Seaweed, Japan	do 24,218
Sugar:	
Brown	do 45,721
White	do 3,136
Refined	do 15,190
Native sundries:	
Bamboo shoots	do 195
Cotton, raw	do 36,149
Cuttlefish	do 506
Fans, paper	pieces 1,272,982
Medicines	Haikwan taels 230,390
Musk	catties 1,125
Paper	piculs 2,035
Rhubarb, Szechwan	do 3,988
Safflower	do 91
Silk:	
Raw, yellow	do 142
Refuse	do 122
Cocoons, refuse	do 39
Piece goods	do 846
Ribbons	do 21
Sugar:	
Brown	do 20,385
White	do 73,146
Tea, black	do 103,347
Tobacco, prepared	do 1,859
Wax, white	do 2,172

EXPORTS.

Principal articles of export to foreign countries and Chinese ports during the quarter ended June 30, 1897.

Description of goods.	1897.
Beans:	
Black.....piculs	352
Green.....do	106
Yellow.....do	1,030
Chinaroot.....do	6,802
Cloth, native, and nankeens.....do	1,858
Coal.....tons	16,860
Cotton ribbons.....piculs	173
Cotton yarn, Hankow.....do	1,830
Fungus.....do	2,742
Gypsum.....do	104,649
Hemp.....do	8,854
Hides, cow and buffalo.....do	59,855
Ironware.....do	12,720
Medicines.....Haikwan taels	175,471
Musk.....catties	26
Nutgalls.....piculs	4,310
Oil:	
Sesamum seed.....do	18
Wood.....do	85,656
Paper.....do	9,854
Rhubarb, Szechwan.....do	738
Rice.....do	191,115
Seed:	
Lily flour, or lotus nuts.....do	3,499
Sesamum.....do	2,680
Shirtings, gray, Hankow.....pieces	2,028
Silk:	
Raw, white.....piculs	17
Raw, yellow.....do	417
Refuse.....do	180
Tallow, vegetable.....do	26,889
Tea:	
Black.....do	120,281
Brick, black.....do	122,987
Brick, green.....do	10,227
Tobacco:	
Leaf.....do	3,799
Prepared.....do	18,485
Varnish.....do	2,305
Wax, white.....do	194
Wood, poles.....pieces	157,398

TIENTSIN.*

I have the honor to submit the following details and observations in regard to trade between the United States and the port of Tientsin, China, during the first three quarters of the present year.

I trust that the general observations at the close of the report with regard to Tientsin will be of service to those having trade relations with northern China, and of value to those who are seeking information as to the nature and character of the port.

EXPORTS.

It will be seen from the accompanying table that the main articles of export from Tientsin are bristles, feathers, skins and furs, sheep's intestines, straw braid, and sheep's wool.

The exports of all of these articles have greatly increased over the corresponding three quarters of 1896. The causes are easy to state. In the early part of this year, merchants were making heavy ship-

* In response to circular of August 10, 1897.

ments in order to have them entered under the provisions of the Wilson tariff bill.

During the past quarter, there was a decided slump in the price of silver, and in a silver-using country cheap silver always stimulates exports.

Wool, especially, is still going forward in large quantities, and the volume of business in exports from Tientsin to the United States will exceed that of any previous year in the history of this consulate.

Comparative table of declared exports, first, second, and third quarters of 1896 and 1897.

Articles, with their valuations, as taken from the digest of the United States invoice book.	Jan. 1 to Sept. 30, 1896.		Jan. 1 to Sept. 30, 1897.	
	Valuation (Tientsin tael).	Valuation (United States gold).	Valuation (Tientsin tael).	Valuation (United States gold).
Bristles	51,734	\$40,063	94,983	\$67,749
Feathers	6,541	5,088	7,308	5,217
Hides			874	468
Horse hair and manes			3,023	2,146
Skins and furs	18,533	14,363	92,125	66,178
Miscellaneous	2,063	1,591	5,850	2,759
Porcelain, curios, etc.	3,340	2,569	633	440
Intestines	7,797	6,014	19,948	14,646
Straw braid	60,459	46,354	108,055	75,384
Sheep's wool	832,910	258,412	914,008	660,475
Total	488,877	374,923	1,243,281	895,992

NOTE.—The gold valuations of the Tientsin tael were determined by the Government rates of exchange for the first, second, and third quarters of the years 1896 and 1897, and were respectively as follows: 1896, \$0.769, \$0.773, and \$0.78; 1897, \$0.743, \$0.784, and \$0.695.

IMPORTS.

The following table will show that the demand for our piece goods and kerosene oil is in a very healthy state, there being a decided increase in the importations of drills, jeans, sheetings, and oil over the corresponding nine months of 1896:

Comparative table showing the principal articles of import.

Description of goods.	Jan. 1 to Sept. 30, 1896.	Jan. 1 to Sept. 30, 1897.
Drills	282,098	348,255
Jeans	27,550	38,025
Sheetings	753,487	939,279
Kerosene:		
American	1,307,700	2,608,000
Russian	1,159,000	3,647,700
Lankat		30,000

Sundry goods imported.—I am pleased to state that the sale of our wines (from California), provisions, and manufactured articles, such as clocks, lamps, locks, bicycles, etc., has increased considerably more than usual during the past year.

Boots and shoes.—I would advise manufacturers of boots and shoes to send illustrated catalogues and price lists to the general storekeepers mentioned elsewhere in this report. American boots and shoes are not as yet known in this port.

IMPERIAL RAILWAYS OF NORTH CHINA.

The extension from Tientsin to Peking known as the Lukouchiao extension is now completed, with the exception of the laying of the double track, and trains are running regularly to and from Peking. The length of this extension is 79.68 miles.

The line from Tientsin to Shanhaikwan, the eastern terminus of the Great Wall on the Gulf of Pechili, is 173.73 miles.

The extension beyond Shanhaikwan into Manchuria, which extension will in time reach Moukden and Kirin, is 40.12 miles. The total length of railways in operation in North China is therefore 293.53 miles.

The first section of the Lukouchiao-Hankow line from Peking to Paotingfu is under construction, and when completed another 80 miles will have been added to the railway system.

The line into Manchuria is also being extended slowly.

From Peking, a line is contemplated to Kalgan. Kalgan is 110 miles northwest of Peking and is the center of a large carrying trade, the main exports to Tientsin being wool, hides, and furs. Kalgan is also a chief emporium of the tea trade with Mongolia and Siberia.

From Paotingfu to Tai Yuanfu, the capital of the province of Shansi, a railroad is also contemplated.

An interesting fact connected with the Tientsin-Peking line is that an American firm, Messrs. Burnham, Williams & Co., of Philadelphia, the well-known makers of the Baldwin locomotives, has supplied this section of the railway with twelve locomotives to meet the needs of the anticipated traffic. The opening of the tenders for this locomotive contract was watched very carefully by this consulate, in order that there should be a fair field and no favor.

The lumbermen of the west coast of America continue to control the market as regards supplying the demand for sleepers and lumber. It behooves the makers of locomotives to hold the vantage ground gained by Messrs. Burnham, Williams & Co.

We have not as yet supplied any rails.

BANKS.

The following are the banks established in Tientsin. They do a general banking business, receive deposits, discount local bills, and buy and sell foreign exchange:

Chartered Bank of India, Australia, and China. Head office, London. Correspondents, New York, Canadian Bank of Commerce.

Deutsch-Asiatische Bank. Head office, Berlin. Correspondents, New York, Messrs. Ladenburg, Thalmann & Co.

Hongkong & Shanghai Banking Corporation. Head office, Hongkong. Branches, New York and San Francisco.

Russo-Chinese Bank. This bank was opened in Tientsin on the 13th of January, 1897. Head office, St. Petersburg. Correspondents, New York, Messrs. Ladenburg, Thalmann & Co.

Exchange quotations in Tientsin taels are published daily by several brokers.

PRINCIPAL STORES OF TIENSIN.

Dispensaries.—Grenard & Co., Limited; Mactavish & Lehmann, Limited; Watson & Co., A. S., Limited.

Stores.—Blow & Co., H. Wine and spirit merchants, general storekeepers, gentlemen's outfitters.

Hall & Holtz, Limited. Furniture manufacturers, general outfitters and storekeepers.

Hirsbrunner, John. General importer of watches, jewelry, clocks, optical and scientific instruments, wines, spirits, and cigars.

Kierulff, H. General storekeeper, wine and spirit merchant, camels and sheep's wool carpet manufacturer.

Tallieu & Co., Limited. Wine and spirit merchants, importers of preserves, and general storekeepers.

Tientsin Trading Company. Wine and spirit merchants, general storekeepers, gentlemen's outfitters, and general commission merchants. F. H. Clarke, esq., manager.

Ullmann & Co., J. Dealers in watches, jewelry, fancy goods, optical instruments, etc.

Vrard & Co., Limited. Dealers in watches, jewelry, fancy goods, optical instruments, etc.

Taylor & Co. (Chinese firm). General storekeepers.

PUBLIC COMPANIES.

Chinese Engineering and Mining Company. Tong Kai-Sun, secretary. Mr. Tong was educated at Phillips Exeter Academy and at Yale College. H. Michaelis, esq., is the engineer in chief to this company.

The coal mines of this company are situated near Tongshan, a place about 60 miles northeast of Tientsin by railroad. An excellent steaming coal can be had at the company's Tangku wharf for 5.30 taels (or, at Government rate of exchange for last quarter of 1897, \$3.68 gold) per ton, trimmed in bunkers. There are twelve foreigners connected with this company. Modern methods of mining are employed, and this coal, the general name for which is kaiping, is in increased demand year by year on the coast of China. The company runs a small line of coast steamers to meet this demand.

Taku Tug and Lighter Company, Limited. This is a company which is owned entirely by foreigners, and all the directors live in Tientsin and Taku.

This company possesses a fine fleet of tugs and lighters, and is able to cope with all the shipping of the port. A schedule of charges is given elsewhere in this report.

There are ten foreigners actively connected with this company. W. H. Forbes, esq., is secretary.

Electric Engineering and Fitting Company. C. Poulsen, esq.

The Tientsin Press Syndicate. J. W. Fenton, esq., manager. General printers and stationers and publishers of the Peking and Tientsin Times.

Tientsin Gas Company, Limited. C. Poulsen, esq., superintendent of works. The gas is made from refined petroleum.

Tientsin Water Works Company. C. Poulsen, esq., president.

IMPERIAL INSTITUTIONS IN TIENTSIN.

As frequent inquiries are received at this consulate touching Government institutions in Tientsin, a complete list of the same, and of the foreigners connected therewith, may not be out of place in this report:

Imperial Arsenal. James Stewart, esq., superintendent. A new

mint has been established here for the coining of a silver dollar of a fineness and weight equal to the Mexican and British dollar, of subsidiary silver coins, and of copper "cash."

Imperial Maritime Customs. There are 22 foreigners connected with the customs at Tientsin and at the villages at the mouth of the river, Taku and Tangku. The acting commissioner at Tientsin is F. A. Aglen, esq. Sir Robert Hart is the inspector-general of customs, and resides at Peking.

Imperial Military College. Three foreign instructors.

Imperial Railway School. Two foreign instructors.

Manchu Military College. No foreign instructors.

Imperial Naval Secretariate. E. Maukisch, esq., accountant and interpreter.

Imperial Naval College. Four foreign professors.

Imperial Taku Naval Yard. T. W. Dye, esq., superintendent engineer.

Imperial Railways of North China. C. W. Kinder, esq., engineer in chief. There are 31 foreigners connected with this system of railroads.

Imperial Chinese Telegraphs.

Imperial Telegraph College. No foreign instructors.

Imperial Northern Telegraph Administration. C. Poulsen, assistant director.

Imperial Northern Telephone Administration. C. Poulsen, assistant director.

Imperial Tientsin University. C. D. Tenney, esq., president.

CUSTOM-HOUSE.

No dues or fees are levied upon vessels entering this port other than those prescribed by existing treaties.

Tonnage dues (vide Art. XVI, United States Treaty of 1858) are levied at the rate of 4 mace (29.2 cents) per ton on vessels over 150 tons, and at the rate of 1 mace (7.3 cents) per ton if 150 tons and under.

Vessels entering, whether in ballast or with cargo, are liable to tonnage dues if they remain more than forty-eight hours in port. Vessels calling for orders, which do not remain more than forty-eight hours, and which do not break bulk or work cargo or land or ship passengers (aggregating inward or outward more than 20), are not liable to tonnage dues. Vessels entering in distress are not liable.

The only other fees levied by the custom-house are optional and in return for special permission to work at night and on Sundays and holidays, and also in the river outside of harbor limits. The fee for a night permit is 20 haikwan taels (\$13.94).* If a vessel works only half a night, the fee is 10 haikwan taels (\$6.97).

For a Sunday or holiday permit the fee is 20 haikwan taels (\$13.94), and for working cargo outside harbor limits, 25 haikwan taels (\$17.42).

DOCKS.

The Taku Tug and Lighter Company have several mud docks at Taku. (The village of Taku is at the mouth of the Peiho, whereas Tangku is a little farther up the river.) In my opinion the largest of these docks would accommodate any vessel drawing not over 12 feet.

* According to the valuation of the United States Director of the Mint January 1, 1898, the tael equals 69.7 cents.

There is also a mud dock at the Imperial Naval Yard, Taku. The dimensions of this dock are approximately 300 feet on the blocks, 40 feet at the gates, and 11 feet of water on the sill. There is no scale of charges published. Private arrangements could undoubtedly be made with the Imperial dock officials or with the Taku Tug and Lighter Company.

RATES FOR LIGHTERAGE AND LIGHTERS.

Rails or fishplates.—From Taku bar to Tangku wharf, \$1.75 Mexican (80 cents) * per ton. Demurrage at wharf after forty-eight hours, 85 taels (\$58) per day or part of day per lighter.

Sleepers.—From Taku bar to Tangku wharf, size 8 feet by 9 by 5 inches or 6 inches, 5 cents Mexican (2.3 cents) per sleeper. Coolie hire for loading is \$100 Mexican (\$46) per 10,000 sleepers.

General cargo from Europe or America.—From Taku bar to Tangku wharf, \$1.75 Mexican (80 cents) per ton.

Machinery, etc.—A 500-ton lighter at 85 taels (\$58) per day from hour alongside till discharged at Tangku wharf.

Timber (not hard wood).—From Taku bar to Tientsin, 2.75 taels (\$1.90) for 1,000 superficial feet.

NOTE.—Before estimating contemplated business, rates should be obtained from the correspondents or agents of the banks mentioned in this report, as the price of silver is constantly fluctuating.

WHARFAGE.

At the Imperial Railway's wharf at Tangku, the village near the mouth of the Peiho, the charges for mooring, wharfage, storage, and use of cranes, are:

Mooring charges.—Steamers, 20 taels, or \$13.94 gold. Sailing vessels, 10 taels, or \$6.97 gold.

Wharfage.—Three tael cents (2.09 gold cents) per ton on the cargo capacity—registered tonnage at custom-house—of the vessel, unless the total weight of cargo landed be under 300 tons, when only the actual weight landed will be charged at the same rate.

Storage.—The above charges will free the cargo for ten days, but after that time has expired a further charge of 10 tael cents (6.97 gold cents) per ton of cargo will be made for every month or part of a month.

Lighters.—Steamers and sailing vessels discharging cargo into lighters at Taku bar for Tangku wharf will be charged at the above-mentioned rates, and no charge will be made for such lighters using the wharf.

Cranes.—The 25-ton crane, used from one to five hours, will cost 20 taels, or \$13.94 gold; for every hour or part of an hour over five hours, 3 taels, or \$2.09 gold.

The 4-ton crane, used for time limits above mentioned, will cost, respectively, 3.50 and 0.70 taels, or \$2.43 and \$0.4879 gold.

Steamer charges at the Bund of the British concession.—Tientsin: Mooring fees for steamers discharging or loading at British Bund, 4½ Mexican cents (2.07 gold cents) per ton, according to registered ton-

*The United States Director of the Mint, January 1, 1898, values the Mexican dollar at 46 cents, United States currency.

nage. Steamers have to pay the same fee of $4\frac{1}{2}$ Mexican cents per ton, according to registered tonnage, if cargo is brought up by lighters or native boats.

Steamers having their cargo stored on the Bund have to pay an extra sum of 30 taels (\$20.91 gold) for steamers up to 1,000 tons register, and 35 taels (\$24.39 gold) for steamers over 1,000 tons register.

Ten days are allowed for the storage of cargo on the Bund, after which the British municipality has the right to take possession of the same and place in their compound, consignees paying all expense of removal and storage, according to arrangement.

QUARANTINE.

There are no Imperial quarantine laws and regulations in force in China. When the bubonic plague was at its worst in Hongkong in the year 1894, the consular body met to discuss the situation with the commissioner of customs with the view of keeping the plague out of Tientsin. This state of affairs is permissible because of extraterritorial rights accorded to foreign powers.

RATES FOR POSTAGE.

Rates for postage to the United States are as follows:

	Mexican currency.	United States currency.
	<i>Cents.</i>	<i>Cents.</i>
Letters.....per one-half ounce..	10	4.6
Printed matter, books, etc.....per 2 ounces..	2	.9
Patterns.....do.....	2	.9
Commercial papers.....do.....	5	2.5
Registration.....	10	4.6

TRADE-MARKS.

There are no Imperial trade-marks acts in China. Trade-marks, however, can be protected if it is discovered they have been counterfeited. In 1894, our minister at Pekin advised the consuls of China of the ruling by the Tsungli Yamen, that counterfeiters of trade-marks would be arrested upon application from the consul to the Taotai, and that such counterfeiters, if proven guilty, could be fined and their stock of counterfeit goods confiscated.

In 1893, it was discovered that there were on this market large quantities of imitation "Indian Head" sheetings. Several Chinese firms were caught selling these spurious goods, and the result was a proclamation from the Taotai which put a stop to the sale for a time.

Early in 1895, this consulate became aware that spurious "Indian Heads" had again crept into the market, but it was not until the summer of 1896 that direct proof of their sale by large dealers could be obtained. Purchases of the spurious goods, with bills of sale attached, properly stamped, were made from eleven large firms in Tientsin, Paotingfu, and Tungchow. The case occupied the attention of this consulate for several months. Not only were the guilty sellers of these counterfeits—all were members of the wealthy piece-goods guild of Tientsin—fined, but the case was so vigorously prosecuted by this consulate that it will be a long time before another offense against any of our well-known marks will be committed.

The principle of imposing a fine was fought by the piece-goods guild of Tientsin and Shanghai, but it has been established through the persistency of this consulate. This must be regarded in the light of a victory for maintaining the inviolability of the "Indian Head" mark, as well as of other well-known marks.

GENERAL DESCRIPTION.

Tientsin, in the metropolitan province of Chihli, is situated about 30 miles in a straight line from the mouth of the Peiho River, where there is a small settlement called Taku. The Peiho is a narrow, shallow, muddy river, and by its meandering course the distance from Tientsin to its mouth is about 65 miles.

Tientsin is closed to navigation during the months of December, January, and February on account of the ice, and during the past two years the Peiho has silted up to such an extent that steamers can not reach the foreign settlements.

Plans for the improvement of the river are being perfected.

This condition of affairs, together with the fact that the bar at the mouth of the river can not be crossed by vessels drawing more than 12 feet, necessitating lighterage, has called into operation a corporation known as the Taku Tug and Lighter Company.

Direct shipments from the United States to Tientsin are impracticable, it being in all cases more advantageous to ship to Shanghai or to Hongkong, and then transship to the steamers of light draft that ply between these ports and Tientsin.

There are three large steamship lines that practically control this coast trade, i. e., the China Navigation Company, the Indo-China Steam Navigation Company, and the China Merchants' Steam Navigation Company. Besides, there is a monthly service between Kobe, Korean ports, Chefoo, and Tientsin, undertaken by the Nippon Yusen Kaisha.

The Peiho is only navigable for junks of light draft to Tungchow, which place is 15 miles from Pekin, and connected with that city by a canal of five locks. These locks do not admit of the passage of vessels, each short division of the canal having its own cargo boats, which necessitates transshipment of cargo at each lock. All tribute rice, amounting to 1,000,000 piculs* annually, passes to Pekin via the Peiho and this canal.

Tientsin, by its geographical position, is the point of accumulation and distribution of all the merchandise destined for the United States or intended for consumption in the northern provinces of China. The native population is estimated at 900,000.

Tientsin, in my opinion, ranks in commercial importance next to Shanghai and Canton, and in political importance next to Pekin.

SHERIDAN P. READ, *Consul*.

TIENTSIN, *October 14, 1897.*

TUNGCHOW AND PAOTINGFU.

Mr. Read sends, under date of August 30, an elaborate report upon mission work in the consular district of Tientsin. The following paragraphs are extracted from the letters from the various mission stations, as they are thought to contain matter of general interest:

* A picul equals 133½ pounds.

Tungchow is a city of about 80,000 inhabitants, lying on the Peiho, or North, River, 130 miles from Tientsin by water or 75 by land. Being on the line of transit between Peking and Tientsin, there is a large trade by river, canal, cart, camel, wheelbarrow, and donkey. The wheelbarrows, handled by one, two, and often three men, carry the largest burdens, the writer thinks, moved anywhere in the world by human strength. It is a common thing, he adds, for two men with a donkey to bring from the hills west of Peking 2,500 pounds of lime on a wheelbarrow—and this over very rough roads. The city is coming to be well lighted with kerosene lamps. Cheap Cantonese imitations of foreign goods of various kinds are sold in considerable quantities. Foreign cotton goods are largely used among the people. The masses are very poor.

Paotingfu, says another letter, the capital of the province of Chihli, has about 60,000 inhabitants. It is due west of Tientsin some 120 miles. For 50 miles or more, the route lies through a network of streams navigable by small boats and converging in shallow lakes. At least 600 square miles of arable land have lain submerged for a generation in this district. The two cities of Hsin An and An Chow can be reached only by flatboats. The land, where higher, is very productive. Paotingfu is a distributing center for imported goods, the chief of which are oil, cotton cloth, and yarn. At least 90 per cent of the kerosene is from the United States. Most of the cotton cloth and yarn comes from India. "It is interesting," continues the writer, "speaking from the standpoint of a resident in the interior, to note the unique position which the United States holds in the minds of those Chinese officers and people who know anything of the outside world. More or less in dread of all the powers, they fear nothing from her. She is known to be rich and peaceful, and nothing she has done excites suspicion in the Chinese mind."

Consul Read adds that Paotingfu will probably be connected with Tientsin by rail via Peking during the year 1898.

FRENCH COMMERCIAL MISSION TO CHINA.

Consul Covert sends from Lyons, under date of December 6, 1897, the following report:

Two French commissions have visited China for the purpose of discovering means of extending their trade in that Empire. The first, in 1843, published its findings to the world, and England derived more profit therefrom than France. The conclusions arrived at by the last commission, which left France a little over two years ago and returned in October last, after a thorough investigation of the agricultural, industrial, and commercial conditions of China, will not be made public, but will be recorded for the use of the several chambers of commerce which shared in the expedition.

The brief report of the commission just made by its director, M. Henri Bernier, to the minister of colonies and the Lyons Chamber of Commerce, contains many facts and statements, which are herein briefly translated, as they may prove valuable to American business men.

The commission found that the Germans had become redoubtable rivals of the English in China; that they and the Russians had established cotton factories and tanneries and feather-cleaning shops (the

yolk of eggs being used in the process of tanning); that the Russians have tea factories (factories Russes pour le thé), and are growing coffee.

The country is reported to be rich in copper, iron, lead, silver-bearing lead ores, tin, zinc, native silver, and oils, and to have immense deposits of coal. The development of these mines, says the report, will open up a great field for the use of French tools and machinery, and furnish employment for thousands of French mechanics. One hundred thousand tons of coal were transported from Tonkin to Hongkong in 1896, and retransported to Canton and Chang Hai. The lack of facilities for transportation is illustrated by the fact that copper mines, worked near a river believed to be navigable, depend upon carts to haul the ore over a bad road in a journey of fifteen days.

The commission made a thorough investigation of the silk industry, and brought back over "thirty specimens of silk absolutely unknown heretofore in the Lyons market."

The commission reports that there are much better means of reaching the rich Yunnan country from the French possessions in Indo-China, by the Red River, than the English have in Burmah. It styles Wuchang, the capital of Hoo-pe, and Hanyang, "the commercial heart and the Chicago of China." It is a city of a million and a half inhabitants, the central market of about 70,000,000 people, the seat of a number of industries conducted by Europeans, and will soon be united to Peking by a railroad now in course of construction by Belgians.

The commission sees a great agricultural future in store for Tonkin, Cambodia, and Cochin-China. The exceedingly rich soil is capable of producing incalculable quantities of cotton. Of the 2,000,000 hectares (nearly 5,000,000 acres) of cultivable land in Cochin-China, but 700,000 hectares (1,700,000 acres) have been cultivated. Rice is the staple product. Saigon annually exports 500,000 tons. All the rice grown there would be consumed by the 350,000,000 inhabitants of China. Better silk is produced in Tonkin than in Canton. Coffee grown in Tonkin and tea in Anam are beginning to be remunerative.

The commission reports that French cotton fabrics are preferred in Tonkin and Cochin-China to those of other countries.

This brief abstract of the report embodies the chief points of commercial interest. The most important findings of the commission are held in reserve for the exclusive use of French business men. It may be inferred from what has been given to the public that the commission recommends the establishing of mills and factories in China, cooperation with Chinamen in the opening and management of mines, the development of certain lines of agriculture, and the opening of better wagon roads. The building of railroads by French companies is also advised, as well as general improvements in industry, and the creation of trade conditions by which the swarming population of China may find means to purchase, or to acquire by exchange, the products of France and of the French province of Indo-China. An effort will probably be made to convert this province into a workshop for China, and an entrepôt for French goods destined to the Chinese market. The incessant travel and constant interchange of domestic products, notwithstanding the primitive methods of transportation, are cited as arguments that better facilities would be readily adopted. France has been taught by experience that colonies are a burden until they produce commodities that can be exchanged for the products of the mother country. Senegal buys forty times as much from France to-day as she did thirty years ago, solely because she produces

that much more of what France needs. The aim of France will be to make China productive in order that her 350,000,000 inhabitants may have something to sell and the wherewith to buy. France, with ten times less population, has seven times more foreign commerce than China. With European facilities for production and distribution, the annual output of China will approximate more nearly the quota which her population should render to the aggregate of the world's production.

Four great nations—England, France, Germany, and Russia—are engaged in a determined struggle for the trade of China. United States business men will leave nothing undone to advance their interests in that Empire. While the great nations of Europe are grasping for Chinese territory, it is probable that the most durable conquests may be achieved by peaceful methods. Civilized nations have equal interests in opening the trade of China to the world, and the powers that attempt to accomplish it by war and conquest do no more than strengthen the Chinese wall. The advantage that France has consists in her open frontier through Indo-China, which will furnish a short route when the Red River is dredged. Another advantage is the possession of an abundance of cheap capital. But all this will be met if the Americans build the railroads that they have long contemplated constructing in China.

HONGKONG.

In reply to instructions dated August 10, 1897, to report on the commerce and industries of my consular district, I would call attention at the very outset to the fact that Hongkong being a free port, precise returns of trade can not be compiled, owing to the absence of any statistics of imports and exports, with the single exception of opium. It will only be possible to answer the circular in a general way.

SHIPPING.

The international importance of Hongkong among the shipping points of the world is shown by the fact that during the year 1896 34,526 vessels entered the ports of the colony, with a total tonnage and cargoes of 8,051,085 tons. Of this number, 56 were American, with a total tonnage of 87,872 tons, as against 3,230 British ships, total tonnage, 4,382,546. Of German vessels, 721 entered; of Norwegian, 130, and of French, 120. I have not mentioned the Chinese vessels, which number nearly 30,000.

In order to compare the standing of the port of Hongkong with that of other great ports, it is interesting to note that the total tonnage entering and clearing at Hongkong in 1895 (exclusive of local trade) exceeded the tonnage of 1894 (exclusive of coasting trade) by 775,706 tons; also that, excluding the junk trade, the tonnage in 1895 exceeded the 1894 tonnage at Liverpool (exclusive of coasting trade) by 1,636,008 tons, and of Cardiff by 1,647,195 tons.

IMPORTS.

In 1895, an attempt was made by the harbor master of the colony to prepare a tabulation of imports and exports by name and amount. Although I am informed by leading merchants that it is far from cor-

rect, I include it, as showing the articles that are most in demand here and the approximate consumption.

Articles.	Tons.	Articles.	Tons.
Beans	3,848	Opium	2,464
Bones	2,340	Peas	1,060
Coal	586,767	Rice	704,365
Coffee	500	Salt	6,250
Cotton	50	Sandalwood	1,232
Ebony	400	Sapan wood	600
Flour	101,767	Sulphur	500
Hemp	1,200	Sugar	185,616
Kerosene (bulk) ..	24,450	Tea	20
Kerosene (cases) ..	42,601	Timber	26,359
Lead	1,350	Vermicelli	600
Oil	3,348	General	1,026,064

Total accounted for, 2,760,954 tons.

It is interesting to note that two of the largest imports into Hongkong are from the United States, namely, flour (mostly Pacific coast), 101,767 tons, which is an increase of 41,517 tons over the previous year; and kerosene, 67,051 tons. Our kerosene oil has held its own since 1890, against the determined attempts of Russian producers to capture the market with a cheaper and inferior article. No oil is too good for the Chinese.

A committee appointed to inquire into the condition of British trade in Hongkong reported on June 6, 1896, stating, among other things: "In this connection the committee wishes to make special reference to the advantages conferred on American cotton piece goods in the China market by the rate of freight charged by the conference steamers from New York to Hongkong and Shanghai, which averages from 25s. to 30s. (\$6-\$7.30) per ton as compared with 57s. 6d. (nearly \$14) from London and Liverpool outward." The same remarks apply to the shipment of machinery from the United States to China, the freight for which is about 40 per cent lower than that from British ports.

It is evident that other European-made goods are displacing in many directions British goods. This is brought about by German, Belgian, and Japanese firms having representatives on the ground to study the needs and demands of the market, these firms sending consignments on trial and keeping up the quality of the goods. The great trouble in introducing American goods into these markets is the indifference and lax business methods of the Americans themselves. There is a good market here for California wines, Pacific coast redwood and pine, and a limited market for American whisky. The trouble with the introduction of California wines has been that our exporters send a low-grade wine to compete with a good grade French and Italian. There is almost no demand on this coast for a cheap wine. The people want the best and can afford to pay for it. I know of a small shipment of high-grade California wine that was sent on trial to this coast. It met with universal commendation, and a large order was sent to San Francisco in consequence. The second order came and it was absolutely bad. People commented on it as an example of Yankee sharpness. There never has been a third order.

Regarding lumber, which is one of the principal imports, there would be no trouble at all in introducing our best grades if some broad-minded exporter would send a shipment subject to approval. A case has been cited to me where an entire shipload was ordered by one of the largest firms here, with the proviso that it should come up to a very modest standard. The American firm refused to fill the order unless it could draw against it on board ship in San Francisco.

Naturally, the buyer refused to take all the chances. Regarding the so-called American whisky that comes to this coast, it ought to be forbidden export by our port officials. It is bad enough for the days of 1849, and yet Americans wonder why our wines and liquors are not popular on this coast.

There is no use in writing report after report, filled with suggestions as to how to capture the Asiatic trade, when our people practice such frauds. There is, of course, another side. Often, our goods are too good for the market, or too heavy, like cotton goods, shoes, leather articles, etc. In other words, they are not suitable to this climate. As before said, there are instances in which British manufactures have been entirely ousted by foreign goods, as in the case of llama braids and aniline dyes, while others, such as Spanish stripes and broadcloths, have been in great measure replaced by similar goods imported from Germany.

In other cases, there have been attempts to cut into British trade by foreign imitations, with only a qualified or temporary success. These articles are represented by hosiery, lamps, paper, umbrellas, rubber shoes, soaps, biscuits, beer, locks, files, needles, cutlery, etc., in which Germany and Japan are the principal competitors. Germany is also competing to supply the colony with gold, being greatly aided by lower freight rates from German ports. Belgium supplies most of the bar iron, nail, rod, and scrap iron, and window glass; Australia sends pig lead; Japan supplies cotton waste, washing soda, and sulphuric acid, and is competing in cotton goods, paper, ships, lanterns, and cheap substitutes for cretonnes, blankets, towels, soaps, etc. Among other items, Japan is exporting well-made cotton half hose 50 per cent below the cost of similar goods from Germany, and Japanese cement, though inferior in quality, is cheaper than any European cement that can be imported. From these examples, it will be seen that there is an open field here for all the world, and that other nations are taking advantage of it. Only the disinclination of American manufacturers to study the taste of the consumer keeps them out. Everything is in their favor—a free port, connected with San Francisco by two regular lines of steamers, with Tacoma by one, and with Vancouver by one. No licenses are required for carrying on legitimate business, except a nominal one for hawkers and rickshaws, and there are no regulations of a discriminating character that affect American vessels.

EXPORTS.

As to goods exported from Hongkong to the United States, I can not do better than make a sample exhibit of the digest of the consular invoice book for the fiscal year ending June 30, 1897:

Articles.	Value (gold).	Articles.	Value (gold).
Aniseed oil.....	\$51,300	Preserves.....	\$23,875
Bustles.....	8,610	Provisions, Chinese.....	138,950
Cassia.....	90,555	Rattan and ware.....	20,355
Cassia oil.....	95,315	Rice.....	427,995
China ware.....	12,690	Sauce, Chinese.....	10,730
Clothing.....	95,970	Shoes, Chinese.....	29,730
Essential oil.....	21,985	Silk piece goods.....	43,930
Fans.....	3,495	Sugar, refined.....	221,200
Firecrackers.....	49,125	Tea.....	105,795
Flour.....	23,495	Tobacco.....	34,900
Matting.....	53,490	Wine.....	34,680
Medicines.....	18,360	Wood and wooden ware.....	10,755
Oil, peanut.....	108,315	Sundries.....	85,050
Opium, prepared.....	65,600		
Paper.....	16,375	Total.....	1,950,785

CURRENCY.

The currency of Hongkong is on a silver basis, and the low price of silver, taken in connection with daily fluctuations of the silver dollar from 43 to 46 cents gold, has had, it is claimed by merchants, a disastrous effect on trade. The newspapers here are now advocating the adoption of a gold currency, but it is pointed out that such a measure will be a very much greater experiment here than in Singapore or Japan, as Hongkong stands at the portal of the greatest silver-using nation in the world—China—a nation that from its very unyieldingness and vastness could not lay down new currency laws with any hope of their becoming effective within the next decade.

I think, however, that the question will have the early consideration of the colonial legislature. The matter will be watched with interest by all.

POSTAL RATES.

The postage rates in Hongkong are as follows (Mexican currency):

	Letters, per one- half ounce.	News- papers, per 2 ounces.
Union countries.....	Cents. 10	Cents. 2
Nonunion countries.....	10 to 20	2 to 5
Local.....	2	2

The mail is delivered by Government carriers at Government expense.

QUARANTINE.

The quarantine regulations are much the same as those of any other great port. Ships with infectious or contagious diseases aboard are compelled to go to the quarantine station, while persons aboard are sent to the hospital ship *Hygeia*. The regulations are strictly enforced and have proven effective.

ROUNSEVELLE WILDMAN, *Consul*.

HONGKONG, *October 8, 1897.*

DECLARED EXPORTS—CHINA.

Value of exports declared for the United States at the several consular offices in China during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CANTON.					
Cassia.....	\$28,550.45	\$90,932.31	\$13,720.64	\$28,376.43	\$170,579.83
China ware.....	3,025.92	2,183.42	1,241.14	1,470.24	7,920.72
Fans, palm-leaf.....	10,153.24	23,335.27	2,154.68	185.53	35,831.72
Firecrackers.....	51,478.28	246,747.54	116,430.69	60,696.09	475,352.60
Matting.....	398,664.09	578,684.65	240,070.64	273,210.47	1,496,529.85
Paper.....	140.32	494.25	737.05	159.00	1,580.62
Preserves.....	568.36	3,466.31		2,427.33	6,462.00
Rattan and rattan ware.....	3,634.88	7,825.65	3,406.37	17,598.59	32,465.49
Raw silk.....	130,201.15	372,938.96	390,120.28	473,580.32	1,366,840.71
Silk piece goods.....	12,384.60	7,134.30	24,450.13	54,343.06	96,317.09
Tea.....	440.80	2,011.44		1,447.19	3,899.43
Woodenware.....	8,339.36	3,779.29	25.00	1,179.09	13,323.74
Sundries, including cantharides, gallnuts, grass cloth, ivory, skins, etc.....	4,041.74	7,970.40	10,716.54	19,953.25	43,281.93
Total.....					\$3,751,332.75

Value of exports declared for the United States at the several consular offices in China during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
CHEFOO.					
Pongees	\$322.95	\$1,953.32		\$364.83	\$3,561.10
Silk		960.82		25,992.42	26,953.24
Straw braid	4,302.07	25,387.69	\$12,422.13	38,975.79	81,087.68
Wool	750.05				750.05
Total	5,675.07	28,301.83	12,422.13	65,953.04	112,352.07
FOOCHOW.					
Chinese books	31.05				31.05
Feather dusters			120.00		120.00
Household effects		162.62	423.79		586.41
Miscellaneous	133.08	15.16			148.19
Personal effects and curios		181.38			181.38
Tea	244,769.79	542,216.94	26,850.76	31,967.33	845,804.82
Total	244,933.87	542,576.10	27,394.55	31,967.33	846,871.85
SHANGHAI.					
Cowhides	22,952.26	94,891.58	307,339.53	245,732.04	670,915.41
Bristles	2,346.04		2,672.49	6,471.22	11,690.35
Feathers	13,879.43	5,496.52	19,126.10	16,047.78	54,548.92
Furs		12,032.26	3,249.77		15,282.15
Gallinets		2,749.49	3,844.72	11,407.03	18,001.24
Matting	4,244.12	658.85	2,772.29		7,675.26
Musk		27,247.51	58,144.20	20,385.88	105,777.59
Porcelain			7,571.98		7,571.98
Rhubarb	3,685.30	1,606.81	3,230.89	7,896.13	10,488.13
Rush hats	2,265.10	338.59		2,334.69	4,938.58
Silk:					
Cocoons		540.36			540.36
Pongees	4,337.41	9,906.94	628.81	1,370.07	16,251.23
Raw	81,438.50	1,138,075.62	1,186,973.54	1,270,837.45	3,677,325.11
Waste	8,625.06	18,846.74	13,619.61	17,827.80	58,419.21
Skins:					
Goat	55,090.45	104,812.26	146,570.08	226,280.49	533,353.28
Various	1,066.25	30,624.82	10,900.53	8,705.22	51,516.82
Straw braid	112,501.71	171,166.92	126,893.86	107,981.19	518,543.68
Sundries	9,644.98	9,232.18	4,577.19	7,473.00	30,162.33
Tea	680,523.06	1,227,965.26	134,445.11	47,857.28	2,090,190.71
Wool	158,941.06	233,106.78	223,139.10	218,028.47	833,215.41
Total	1,162,161.33	3,088,427.59	2,255,949.89	2,216,648.94	8,723,187.75
TIENTSIN.					
Bristles	10,930.63	6,856.87		32,668.98	50,456.48
Curios, porcelain, and embroider- ies		10,568.09			10,568.09
Feathers and down	1,729.00	967.19	239.50	1,516.06	4,451.75
Horsehair				786.39	786.39
Intestines	938.12	5,381.41	6,736.19	6,532.73	19,588.45
Miscellaneous				1,455.58	1,455.58
Skins and furs	3,975.36	5,158.07		40,482.40	49,616.40
Straw braid	13,653.24	67,884.96	1,205.31	39,498.73	122,239.24
Wool (sheep's)	120,273.57	463,671.40	92,803.08	354,931.55	1,031,179.60
Total	151,500.49	560,487.99	100,484.08	477,860.42	1,230,332.98
HONGKONG.					
Aniseed oil	9,595.00	33,580.00	8,205.00		51,380.00
Bristles		2,220.00	4,420.00	2,030.00	8,670.00
Cassia	37,350.00	21,240.00	10,805.00	20,190.00	89,555.00
Cassia oil	22,185.00	35,780.00	23,560.00	8,790.00	95,315.00
China ware	3,915.00	1,890.00	3,405.00	3,420.00	12,630.00
Clothing	35,900.00	23,490.00	14,735.00	22,845.00	96,970.00
Essential oil	9,575.00	8,160.00	4,250.00		21,985.00
Fans	1,955.00	1,540.00			3,495.00
Firecrackers	9,540.00	8,240.00	16,890.00	14,455.00	49,125.00
Flour	7,940.00	3,510.00	3,735.00	8,310.00	23,495.00
Matting	3,190.00	8,500.00	10,130.00	81,670.00	103,490.00
Medicines	6,665.00	3,910.00	3,460.00	4,325.00	18,360.00
Oil, peanut	22,640.00	31,430.00	25,660.00	22,585.00	103,315.00
Opium, prepared	14,475.00	11,350.00	26,075.00	13,700.00	65,600.00
Paper	6,200.00	2,920.00	3,090.00	4,165.00	16,375.00
Preserves	10,310.00	7,550.00	3,935.00	7,080.00	28,875.00
Provisions, Chinese	39,460.00	55,160.00	16,950.00	25,380.00	136,950.00
Rattan and rattan ware	5,435.00	4,340.00	3,170.00	7,410.00	20,355.00
Rice	34,110.00	121,840.00	154,750.00	117,285.00	427,985.00

Value of exports declared for the United States at the several consular offices in China during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
HONGKONG—continued.					
Sauce.....		\$3,810.00	\$3,780.00	\$3,180.00	\$10,730.00
Shoes, Chinese.....	\$8,500.00	10,380.00	3,470.00	7,400.00	29,730.00
Silk piece goods.....	10,770.00	11,390.00	5,980.00	15,810.00	43,930.00
Sugar, refined.....	84,610.00	43,610.00	16,190.00	166,850.00	321,260.00
Tea.....	24,185.00	25,610.00	15,375.00	40,675.00	105,785.00
Tobaccos.....	6,685.00	7,140.00	7,770.00	13,325.00	34,900.00
Wine.....	8,180.00	6,580.00	6,240.00	13,740.00	34,690.00
Wood and woodenware.....	2,215.00	2,800.00	2,445.00	3,495.00	10,755.00
Sundries.....	4,685.00	11,940.00	11,485.00	6,940.00	35,050.00
Total.....	441,150.00	509,700.00	414,920.00	585,015.00	1,950,785.00

DUTCH INDIA.

I have the honor to make the following report, in compliance with Department circular of August 10, 1897.

I regret to say that, owing to the shortness of the notice, and to the fact that I have only just taken charge of the consulate, and that it is practically impossible to obtain figures until the end of the year, I am unable to make a very satisfactory report.

There is little of note to record since my predecessor's report of last year. Business is very dull, and the wave of prosperity that seems to be sweeping over the United States does not send even a ripple to the Dutch East Indies.

SUGAR.

Sugar, the backbone of Java industry, is in a hopeless condition, and it is said that only about 10 per cent of the plantations are paying. Planters claim to be selling at less than cost, but they are now beginning to hold back, and declare they will not sell except at a paying figure.

It was expected that the destruction of the Cuban sugar, owing to the rebellion, would result in a large demand from the United States, and while the events seem to have to some extent justified that expectation, the increased demand has not been followed by an increased price. What the future will be it is impossible to predict, but something will have to be done, as the warehouses are bursting with sugar and planters are in difficulties.

COFFEE, TEA, ETC.

Coffee is, on the whole, doing well, the principal feature being the largely increased cultivation of the Liberian variety, which is becoming yearly more popular. Indications are that the exports for 1897 will largely exceed those of 1896.

Tea is doing well, the Assam variety being more cultivated every year.

Copra, indigo, cocoa, and tin are about as last year, and are at present very quiet.

QUININE.

Great things are expected of the new enterprise started here last year for extracting sulphate of quinine from the cinchona bark. It

is confidently expected that in a short time it will no longer pay to import quinine into Netherlands India.

IMPORTS.

It is impossible to speak very enthusiastically of the present state of the import trade, as business has been very discouraging, owing to constant failures among the Chinese and the apparent scarcity of buyers.

The leading import from the United States is, of course, petroleum, 8,196,200 gallons having been imported into Java during the first six months of this year, as against 7,552,050 gallons for the corresponding period of last year, making a net increase for the half year of 644,150 gallons, a very creditable showing, when the fierce competition of Russian and native oil is taken into consideration, and also the fact that United States oil is the most expensive of the three.

Native oil production has increased enormously, and enthusiasts here profess to foresee the time when American and Russian oils will be shut out of the market, even when the increased consumption is taken into consideration. Just now, a new company has been floated, largely with English capital, called the Batavia-Japara Petroleum Exploratie-Maatschappij (Batavia-Japara Petroleum Exploration Company) for the purpose of boring for oil, and they claim to have some very valuable concessions. Their capital is \$80,000.

There is said to be much oil in Borneo, New Guinea, and the Celebes, which will undoubtedly be extracted as soon as those islands are more opened up. The climate is said to be the greatest obstacle so far.

The Standard Oil Company, which, I need hardly say, exports all the American oil that comes here, is currently reported to have some very valuable concessions in Sumatra, near Palembang, on the east coast.

United States flour is largely imported, always via Hongkong, and the imports this year promise to be better than ever before, both as to quantity and price. The outlook is extremely encouraging, and it competes most successfully with the Hungarian and Australian products.

MARKETS FOR AMERICAN PRODUCTS.

As regards opportunities for American manufactures and products, I hesitate to give a decided opinion.

I am deluged with letters from manufacturers all over the United States inquiring as to the chances for their goods here, and I do my best to give each one careful attention.

I usually refer the matter to some experienced merchant or broker, with a suggestion that he might like to take the agency himself: but the answer in every case is discouraging.

The fact is, the market is flooded all the time with cheap German and Austrian goods, of inferior quality, it is true, but which seem to satisfy the people here, who are naturally very conservative and slow about grasping new ideas. Americans would find it almost impossible to undersell them with profit.

The only American manufacturing concern regularly established here is the Lidgerwood Manufacturing Company, of New York, which sells engines and machinery for plantations. It does a very fair business, I believe, but suffers terribly from cheap German competition and long credits.

This latter is the curse of business here, and does more to deter Americans and Frenchmen from coming here than all other causes combined. Everyone here seems to have the greatest aversion to paying, and collecting is like drawing wisdom teeth.

We think ninety days pretty long in America to wait for our money, but that is nothing here, a year being very common; and then perhaps, your customer will fail after all.

I should think the best chance for United States manufacturers would be in cotton prints; that is, if manufacturers would be willing to sell goods on commission (the only way here) and wait a year for their money.

Manchester cottons are very successful, and we are so fond of saying that our New England cotton mills can undersell the world that it would seem worth trying. The duty is only 6 per cent ad valorem. But our manufacturers must cater to the local taste, and make what people want here, no matter how gaudy in pattern, and not what they think people ought to wear, judging from the standard of Lowell and Fall River.

As an instance of the conservatism one has to contend with, I received a letter from a stove manufacturer in New York asking about the prospects here. I referred his letter to a well-known Dutch broker, who simply laughed at me. He says there is no prospect at all of selling a stove here. There are probably not six cook stoves in Batavia, all the cooking, even elaborate dinners, being done on a queer arrangement made of three bricks with a few sticks burning. I suggested that a demand might be created for stoves; but my Dutch friend said: "Not at all. Why should there be? For two hundred and ninety years, we have used three bricks, and why not continue? Bricks can be picked up or stolen for nothing, but cook stoves cost money." This is the spirit one has to contend with in everything.

For United States bicycles, I fear that there is very little chance, as cheap English and German wheels would underbid ours.

The best opening for United States trade, next to cotton goods, which I mentioned above, would be in "Yankee notions," cheap watches, and the like, and even then, care must be taken in regard to credits and irresponsible Chinese merchants, who are always failing or absconding.

CURRENCY.

The currency of Netherlands India is still the guilder, value about \$0.402 in United States money, comprising 100 cents (Dutch).

The standard is the single gold one, other countries in the East being on a silver basis and suffering terribly from the depreciation of silver, especially Singapore.

Little Dutch gold is seen here in circulation, as all the currency over a dollar (2.50 guilders) is in notes of the Bank of Java, which is the national bank of issue of Dutch India. But gold, either Dutch or English, is always paid on demand on presentation of notes at the Bank of Java.

The fractional currency is the same as in Holland, down to half-guilder pieces; below that, the money is minted especially for the colonies, the inscriptions on one side of the coins being in Dutch and on the other in Malay.

Owing to the low price of silver and the consequent fact that the silver in these Dutch dollars is worth less than half the face value of

the coin, counterfeiting is rampant, and the annual loss to the Dutch Government must be enormous.

No one accepts a silver coin here without ringing it and examining it carefully, but even then, one is hardly sure, for a counterfeiter can afford to put more silver in his coin than in the Government article, and clear a profit of 100 per cent.

Needless to say these counterfeiters are all Chinamen and carry on their counterfeiting in Singapore, which is British territory, and where they are safe.

What the solution of the question will be no one seems to know, and the authorities make no attempt to grapple with the difficulty. Pretty soon, however, it will occur to someone to ship some of these dollars to Holland, and then it is safe to say that the home government will wake up and take some decided action.

The rates of exchange are:

England, 11.97½ guilders=£1.

France, 100 guilders=210 francs.

Germany, 58 guilders=100 marks.

Austria, 99 guilders=100 florins.

Holland, about par.

United States, 2.42 guilders=\$1.

Singapore, Hongkong, 1.16 guilders=1 Mexican dollar.

COMMERCIAL REGULATIONS.

There are no changes in tariff or customs rules. Harbor facilities are good, there being an excellent harbor at Tanjong Priok, 10 miles from Batavia.

The new railway to the North Coast is slowly, very slowly, progressing, but the Government very wisely assigns no date for its completion.

There are no passport regulations here, but everyone on landing has to secure permission to reside or travel in Java, and state his business to the satisfaction of the authorities.

Figures in regard to shipping are unattainable until the last of the year, but there is reason to believe that the aggregate tonnage will show an increase over last year. American ships are, as usual, few and far between. There is no evidence that our ships are discriminated against in anyway. The only apparent discrimination against foreign ships (which applies to all alike) is the law prohibiting foreign ships from the coasting trade or from trading between a port here and Holland. We can, however, hardly consider that burdensome, as we have precisely the same law with regard to our own coasting trade.

No marks of any sort are needed on goods coming into the Netherlands Indies from foreign countries.

It is hardly necessary to say that the bulk of the trade of Java is with Holland. I can at present obtain no figures, but at the end of the year will supply full data on any subject required.

The postal rates are:

Domestic: 10 cents (Dutch) for 15 grams; papers, 2 cents (Dutch) per 50 grams. Foreign: 25 cents (Dutch) per 15 grams; papers, 4 cents (Dutch) per 50 grams. As 25 cents (Dutch) equals 10 cents (United States coin), this would seem to be in violation of the provisions of the Postal Union.

The annual budget has shown a deficit of 9,000,000 guilders (\$3,618,000). A loan has therefore been made of 12,000,000 guilders (\$4,824,000) to cover it and to provide for new railways and engineer-

ing operations. Unfortunately, however, it is safe to say that the lion's share will go to the war in Acheen.

Jonkheer C. H. A. van der Wijck is still governor-general, his term expiring next year.

There are six Americans in Batavia, one in Samarang, and three in Soerabaya.

Four Americans from Philadelphia, Dr. H. M. Hiller, Dr. William H. Furness, Mr. Lewis L. Etzel, and Mr. Alfred C. Harrison, are traveling in Borneo on a scientific expedition in the interests of the University of Pennsylvania. They called here on their way, and I presented them to the proper authorities, who thereupon gave them the necessary permission.

Batavia is fairly healthful this year, there having been very little cholera, even among the natives, where it always exists to some extent.

SIDNEY B. EVERETT, *Consul.*

BATAVIA, *October 6, 1897.*

REPORT FROM CONSUL RAIRDEN.*

Imports from the United States for the year ending December 31, 1897.

Articles.	Value entered.	Amount of duties.
Ammunition	\$41. 60	Per cent. 4
Beer, bottled	17. 20	(¹)
Tin plate	2,080. 00	Free.
Tinware	634. 20	4
Drugs	173. 20	4
Hams	4. 00	10
Salt fish	964. 00	6
Canned meats	2,180. 00	6
Machinery	22,276. 80	6
Perfume	7,520. 00	6
Glass	27. 20	10
Resin	78,500. 00	Free.
Lumber	288. 00	4
Woodwork	562. 00	4
Ironwork	17,770. 80	6
Instruments	137. 20	6
Copper ware	188. 00	6
Dry goods	338. 40	4
Leather ware	42. 40	6
Cotton goods	320. 00	4
Woolen goods	20. 60	4
Fertilizer	41,000. 00	6
Oil:		
Petroleum	1,234,424. 40	(²)
Miscellaneous	1,138. 80	6
Carriages	1,480. 40	6
Tobacco	81. 60	26.5
Clocks, watches, etc.	108. 80	6
Firearms	249. 20	4
All other goods	27. 20	4
Flour	8,983. 20	10
Total	1,421,506. 60	

¹ \$0.018 per liter

² \$0.001 per liter.

³ Per kilo.

The above duties do not accurately represent the charges levied during the whole of 1896, as the rates were changed during the year to meet the exigencies of the budget.

I have given, however, a fair average of the duties levied during most of the year.

* Succeeded by Consul Everett May 12, 1897.

Exports from Java in 1896.

Articles.		Exported to—					Total.
		United States.	England.	Holland.	Singapore. ¹	All other.	
Arrack	gallons			202,742	104,634	1,072	304,448
Cassia	tons	17		5			22
Cinchona bark	do		186	4,860			5,036
Cinnamon	do				4		4
Cloves	do	3		7			10
Coca	bales			1,046			1,046
Cocoa	tons			675	167	25	867
Coffee	do	2,100	20	352,619	2,670	13,528	364,937
Copra	do		575	7,447	1,127	10,007	19,156
Cubebs	do			21	52	42	115
Dammar	do	366	207	468	233	396	1,672
Gum copal	do	297					297
Gutta-percha	do			2			2
Hats	number	353,877					353,877
Hides	do			366,412	20,192	116,249	434,853
Indigo	tons			502	3	378	883
Kapok	bales	500		25,161	4,303	8,122	38,126
Mace	tons	2		6	2		10
Nutmeg	do	8		28	15	3	54
Pepper	do	121	30	799	3,420	830	5,200
Rattans	do	3	326	57	600	6	992
Rice	do	280	665	2,291	5,643	319	9,198
Rubber	do			10	4	1,232	1,246
Skins	bales	110	4	3,414		894	4,422
Do	number	40,062			20,192		60,254
Sugar	tons	377,971	14,519	877	15,817	492,550	901,734
Tapioea flour	do		742	916	2,300		3,958
Tea	pounds	1,362	4,130,181	5,891,716	317,246	62,539	10,412,074
Teak	feet	61,673		9,011		7,844	77,528
Tin	tons			10,345	23	1,228	11,596
Tobacco	do			10,362			10,362

¹ The exports to Singapore are transhipped thence to Europe.

B. S. RAIRDEN, *Consul.*

BATAVIA, *March 15, 1897.*

Value of exports declared for the United States in the several consular offices in Dutch India during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
BATAVIA.					
Agil				\$23.26	\$23.26
Cassia	\$925.47				925.47
Coffee	186,896.10	\$202,555.78	\$380,010.50	100,972.49	960,434.87
Dammar	23,991.22	29,905.52	40,004.95	32,356.41	126,258.10
Gin	24.14				24.14
Hats	32,811.00	19,526.21	27,666.90	3,058.28	83,062.39
Hides				3,294.53	3,294.53
Kapok		2,192.42	724.74		2,917.16
Musical instruments			246.23		246.23
Nutmegs	172.12			126.89	299.01
Pepper		8,906.44	5,714.08		14,620.47
Rattans			368.57		368.57
Rice		7,487.96			7,437.96
Skins	1,112.10	4,445.47	5,122.43	6,641.06	17,321.09
Sugar	2,422,413.15	371,718.80	262,556.65	452,854.53	3,509,543.13
Tea	285.18			155.03	440.21
Total	2,668,630.48	736,688.60	722,445.00	599,483.11	4,727,247.19
MACASSAR.					
Cloves			1,097.86	832.38	1,930.24
Coffee	13,499.18	49,435.27	31,175.49	69,174.79	163,284.73
Gum copal	1,512.88	6,514.37	6,044.38	11,052.28	25,123.91
Nutmegs				6,237.75	6,235.75
Total	15,012.06	55,949.64	38,317.73	87,265.20	196,574.63

Value of exports declared for the United States, etc.—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
SAMARANG.					
Coffee	11,422.54	27,380.41	14,831.41	886.52	54,020.88
Cubebs			2,413.67	2,175.44	4,589.11
Skins	2,024.12		390.60		2,414.72
Sugar	2,171,025.54	272,065.80	267,849.54	228,955.24	2,969,895.12
Tobacco				21.24	21.24
Total	2,184,472.20	299,446.21	285,485.22	231,538.44	3,000,942.07
SOERABAYA.					
Coffee	18,946.88	4,394.79	8,171.91		31,513.08
Kapok		6,503.62		2,154.75	8,658.37
Sugar	6,998,107.58	1,341,304.48	673,726.81	515,160.81	9,428,299.68
Total	6,917,053.96	1,352,202.89	681,898.72	517,315.56	9,428,471.13
RECAPITULATION.					
Batavia	2,668,690.48	736,688.60	722,445.00	599,483.11	4,727,247.19
Macassar	15,012.06	55,949.64	88,317.78	87,295.20	196,574.63
Samarang	2,184,472.20	299,446.21	285,485.22	231,538.44	3,000,942.07
Soerabaya	6,917,053.96	1,352,202.89	681,898.72	517,315.56	9,428,471.13
Total	11,785,168.70	2,244,287.34	2,028,146.67	1,435,632.31	17,493,235.02

FRENCH COCHIN CHINA.

In reply to the circular dated August 10, I beg to state as follows regarding the commerce of the French colony of Cochin China:

RICE.

The chief article of export is rice, and 305,850 tons of that grain were exported during the first six months of the present year. A good ordinary year yields about 700,000 tons available for export, but this quantity is expected to be increased, more land being put under cultivation each year. The want of labor is the hindrance to further development, but in time it is hoped that the cultivated part of the country will be increased by at least a third.

The population is increasing rapidly, largely due to the fact that vaccination is becoming general.

EXPORTS.

Exports are directed chiefly upon the Chinese market, but large quantities go to supply neighboring rice-consuming countries, such as Java, Straits Settlements, the Philippines, and Japan. A not inconsiderable portion is sent to Europe, mainly to France, where it enters duty free, and thus excludes foreign rice.

Other articles of export, such as hides, horns, spices, gums, and salted or dried fish, are small compared to rice; but pepper and fish (caught in the large rivers and the great lake of Cambodia) attain a real importance. Some fresh vegetables are also sent to Singapore.

IMPORTS.

Imports consist of cotton cloths, wines, and spirits, sugar, ironware, cement, glassware, mineral oil, flour, and tinned goods. These goods, with two exceptions, come almost exclusively from France, the customs tariff applied here practically excluding foreign competition.

Indeed, the only articles which interest the United States producers are kerosene oil and flour.

Kerosene oil is imported by European firms direct from the United States by sailing vessels and by Chinese merchants from Hongkong. The annual consumption is about 360,000 cases. One-third of this is not American, but Sumatran oil, imported by the agents of the Langkat Oil Company, who can easily undersell United States oil. The quality is not as good, but this is not the deciding point with native consumers, and their trade is increasing yearly, to the detriment of the American oil.

United States flour has gained a firm hold on the market here in spite of the duty it pays. Fifty to seventy thousand bags of 50 pounds each are imported yearly from Hongkong. This traffic is in the hands of Chinese merchants, who deal with their compatriots in Hongkong. That the flour should come via Hongkong and not direct, is explained when it is said that there is no direct communication between this place and the United States. Besides, a large quantity could not be imported at a time, owing to the climate here.

As regards industries, American manufacturers can hope for very little opening for machinery. The apparatus for rice-milling has been built by English engineers.

The yearly requirements of the rice mills for repairs and supplies come under the heading of English specialties, and are furnished by British firms. No other industry exists in this country.

E. SCHNÉEGANS,
Commercial Agent.

SAIGON, *November 3, 1897.*

JAPAN.

YOKOHAMA.

Pursuant to Department of State circular of August 10 last, I inclose herewith my report comparing the foreign trade, shipping, and industries of Japan, and also of this consular district, for the first six months of 1897 with the corresponding period for last year.

COMMERCE.

The foreign trade of Japan for the first half of the year 1897 has been in excess of that of any previous year, the exports having amounted to \$37,535,743 and the imports to \$49,520,612, making a total of \$87,056,355, whereas during the first half of last year the exports amounted to \$26,966,460 and the imports to \$40,183,401, the total being only \$67,149,861. This shows an excess of imports over exports of \$13,216,941 in the first half of last year and of \$11,984,869 in the first half of the present year, the total increase in the foreign trade of the present year being \$19,906,494. The trade with the United States has, however, grown in greater proportion than has the foreign trade of the country, the exports to the United States in the first half of the year 1896 being \$6,141,917 and the imports \$3,724,597, making a total of \$9,866,514, whereas during the first half of the current year, the exports to the United States have reached the large sum of \$11,016,985 and the imports \$6,500,986, making a grand total of \$17,517,971, an amount which has never been exceeded, either

in imports or exports. Although it is not possible to procure figures of the imports and exports in detail, as is the case with the annual returns, a good idea of the tendency of the trade of the country, as also of that with the United States in particular, may be gained from the following figures, which I have classified in order to show the more clearly where the principal development exists, as compared with the trade of the previous year. In the exports, it will be seen that there has been an increase under every heading except sundry manufactures. In these, however, there is a falling off of \$116,101.

EXPORTS.

Articles.	1897 (first 6 months).	1896 (first 6 months).	Articles.	1897 (first 6 months).	1896 (first 6 months).
Silk and silk goods	\$13,804,453	\$9,232,789	Copper and copper ware	\$1,593,235	\$1,247,987
Cotton and cotton goods	3,870,481	1,290,898	Sundry manufactures	3,518,749	3,634,860
Tea	2,153,740	1,199,743	Goods unenumerated	2,723,248	2,277,304
Minerals	2,702,750	2,202,540	Reexported goods	405,350	255,259
Fans, matting, and straw plaits	2,101,883	1,340,424	Total	37,535,743	26,936,400
Marine and vegetable produce	4,601,854	4,284,066			

The following are details of the principal goods exported:

Articles.	1897 (first 6 months).	1896 (first 6 months).	Articles.	1897 (first 6 months).	1896 (first 6 months).
Silk:			Furs	\$149,861	\$134,082
Raw	\$9,781,246	\$5,785,156	Gall nuts	25,821	62,708
Noehi	298,875	277,765			
Waste	463,320	449,213	Ginger	56,484	53,284
Handkerchiefs	881,791	1,319,301	Ginseng	129,731	76,996
Haibutai	2,962,501	1,285,436	Mer, beche de	61,521	70,473
Other piece goods	48,720	115,918	Mushrooms	143,867	170,413
	13,804,453	9,232,789	Rice	2,477,056	2,415,715
Coal	2,585,845	2,107,541	Sake	84,620	55,111
Sulphur	97,462	22,511	Salt	94,537	39,058
Manganese	89,443	72,488	Seaweed	120,167	90,825
	2,702,750	2,202,540	Sharks' fins	36,086	29,018
Cotton:			Shrimps	31,821	34,380
Gin	21,376	14,091	Timber, wood, and planks	86,156	109,049
Raw	19,138	11,618	Tobacco, leaf	22,094	33,682
Piece goods—			Vegetable wax	149,138	58,763
Crape	129,677	116,600		4,601,854	4,284,066
Flannel	13,682	51,684	Straw matting	1,124,471	720,295
Other	438,320	266,570	Straw plaits	741,361	440,363
Underwear	16,651	23,632	Paper fans	236,051	179,797
Yarns	3,226,637	806,633		2,101,883	1,340,424
	3,870,481	1,290,898	Antimony ware	14,122	24,138
Tea:			Awabi ware	79,283	86,398
Pan-fired	1,727,998	977,685	Bamboo	87,781	109,460
Basket-fired	333,780	168,096	Bamboo ware	86,234	94,357
Dust	63,906	29,921	Bronze ware	44,717	55,600
Other	28,681	24,041	Carpets	266,014	273,029
	2,153,740	1,199,743	Glassware	104,382	139,976
Copper:			Lacquer ware	195,637	244,677
Ingot	393,161	497,289	Matches	1,428,278	1,249,384
Slabs	427,764	216,805	Paper:		
Sheets, etc	733,334	494,502	Gampichi	44,401	44,205
Ware	48,978	89,391	Wall	37,075	22,226
	1,593,235	1,247,987	Paper ware	79,349	115,309
Camphor	339,543	335,438	Peppermint oil	26,378	61,178
Colle vegetable	210,628	237,019	Peppermint crystal	52,056	87,509
Cuttlefish	274,459	191,223	Porcelain and earthen-ware	493,085	526,203
Fish oil and rape-seed oil	127,508	74,189	Porcelain enamel ware	81,480	20,529
Flour	71,819	13,270	Screens	94,377	93,813
			Umbrellas	217,313	206,670
			Wood ware	165,758	80,935
				3,518,749	3,634,860

TRADE WITH THE UNITED STATES.

It will be seen that, although the exports to the United States have exceeded the imports from that country, as they have always done, the increase has consisted almost entirely of raw material which is not at present produced in the United States, such as silk, tea, etc., or of those manufactured goods which can not be made there. But even with the latter, the only increase has been in habutai, straw matting, straw plaits, and paper fans and screens, most of which have been shipped in anticipation of the increased duties which have lately been put into force in the United States. There is, therefore, nothing in the exports from Japan during the first half of the present year which in any way injuriously affects the industries of our country. On the contrary, the exports from Japan to the United States prove that Japan is a country whose produce the United States can use to advantage, but whose manufactures can not, save in exceptional cases, compete with homemade goods. For instance, the textile fabrics, for which Japan is now using considerable machinery, are almost entirely exported to Eastern countries, the quantity sent to the United States being quite insignificant.

IMPORTS.

The following summary of the imports indicates the direction in which the trade has grown during the period under review:

Articles.	1897 (first 6 months).	1898 (first 6 months).
Food, provisions, etc.	\$13,188,477	\$7,086,715
Raw cotton, jute, and wool	12,060,524	9,486,442
Railway material, machinery, etc.	6,018,752	2,489,946
Sundry imports	2,364,239	2,783,825
Metals	2,258,535	2,435,979
Cotton manufactures	3,818,468	5,594,877
Wool manufactures	2,376,536	3,782,967
Unenumerated goods	7,423,064	6,287,866
Goods reimposed	27,017	55,286
Total	49,520,612	43,183,401

The large increase in the imports of food, provisions, etc., is a proof of the improved condition of the people of Japan, for there is a large increase in every item enumerated, and especially in rice, the staple food of the people. The increase in the imports of raw material, such as cotton, jute, and wool, shows to what an extent the Japanese are advancing in the manufacture of textile goods by machinery, which means an increased demand for American cotton. The growth of the imports of locomotives, railway material, and machinery is very satisfactory, a great deal having come from the United States. This increase must continue, and it is in this direction, probably more than in any other, that the imports from the United States will develop. In the other lines, the foreign trade would appear to be falling off, but this is not really so. During the first half of last year, all kinds of manufactured goods were imported on a very large scale, so much so that excessive stocks had to be carried over to the present year. These have now been considerably lessened, and the imports have improved during the last two months.

The following table gives details as to the principal imports:

Articles.	1897.	1896.	Articles.	1897.	1896.
Alcohol	\$145,834	\$123,073	Wine	\$79,506	\$97,872
Beans, pease, and pulse	1,230,734	752,832		2,394,239	2,733,625
Cigarettes	224,158	119,498			
Eggs	71,778	65,816	Iron:		
Flour	201,164	183,391	Pig	190,408	179,563
Kerosene	1,855,870	1,455,731	Bar and rod	562,608	510,746
Oil cakes	648,625	613,509	Plates and sheets	406,118	353,053
Rice	4,020,307	1,015,106	Nails	244,867	417,174
Sugar:			Pipes and tubes	249,182	213,141
Brown	1,212,009	726,426	Wire	125,686	164,067
White	2,877,871	2,020,891	Hoops and strips	95,280	103,214
	13,188,477	7,066,713	Lead, slab and sheet	67,877	117,653
			Steel	103,330	155,468
Cotton:			Zinc, slab and sheet	220,210	203,845
Raw	11,590,829	8,891,178		2,258,535	2,435,979
On the seeds	144,743	107,049			
Flax, hemp, and jute	136,638	135,007	Canvas	15,936	52,684
Wool	185,284	353,208	Cotton:		
	12,050,524	9,486,442	Chintzes and prints	102,159	231,354
Locomotives, railway cars, etc.	1,017,522	273,577	Drills	48,090	66,902
Machinery	3,306,156	1,490,880	Satins	513,322	636,903
Railway material	436,879	146,791	Velvets	97,808	179,153
Rails	874,040	369,454	Shirts—		
Boilers, engines, etc.	384,155	129,244	Gray	526,780	736,661
	6,018,752	2,439,946	White	73,513	201,936
Aniline dyes	151,785	309,576	Turkey reds	133,136	61,435
Chloride of potash	134,605	119,047	Victoria lawns	43,896	105,832
Clocks	55,500	40,477	Piece goods, sundry	155,778	246,896
Coal	129,285	130,267	Handkerchiefs	35,740	123,267
Hats and caps	26,993	38,581	Yarns	2,018,039	2,863,133
Hides	74,267	153,386	Flax and hemp yarn	39,339	161,220
India rubber ware	46,036	61,247		3,813,468	5,634,377
Indigo	401,470	255,855	Wool:		
Leather	253,932	513,774	Blankets	111,890	433,775
Logwood extract	46,959	76,118	Flannels	244,761	332,999
Paints in oil	90,769	72,602	Italian cloths	396,495	437,951
Printing paper	110,255	189,365	Mousseline de laine	1,009,350	1,559,327
Salicylic acid	33,753	83,670	Cloths	330,455	703,207
Timber, wood, and planks	134,258	58,589	Mixture	38,916	40,733
Watches	454,498	409,512	Piece goods, sundry	104,704	154,141
Window glass	146,990	163,437	Yarn	94,963	120,164
				2,376,536	3,733,967

JOHN F. GOWEY,
Consul-General.

YOKOHAMA, October 9, 1897.

SUPPLEMENTARY REPORT.

I have the honor to transmit herewith a report taken from the columns of the Japan Daily Herald, of Yokohama, giving the foreign trade of Japan for the year 1897 and a comparison of the imports and exports for 1896 and 1897.

As the figures are in Japanese yen, dividing by 2 will give about the amount in United States currency.

While the report is not official, I believe the same to be approximately correct.

JOHN F. GOWEY,
Consul-General.

YOKOHAMA, January 24, 1898.

FOREIGN TRADE OF JAPAN IN 1897.

Compared with those for 1896, the following are the returns for 1897:

Articles.	1897.		1896.	
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.
	Yen.		Yen.	
Export	163,135,077	\$81,404,000	117,842,760	\$58,922,000
Import	219,300,771	109,481,000	171,674,474	85,933,000
Total	382,435,848	190,885,000	289,517,234	144,855,000

¹ The reductions to United States currency throughout this report are given in round numbers.

The volume of trade transacted last year was the greatest since the Restoration, exceeding that of 1896 by 32.1 per cent, and although a large increase took place both in imports and exports, the latter increased by 33.3 per cent, while the former increased by 28.8 per cent only, as compared with 1896. Of staple exports and imports, the increase and decrease, which were remarkable, are as follows:

Increase of staple exports.

Articles.	1897.		1896.		Increase.
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.	
	Yen.		Yen.		Per cent.
Raw silk	55,630,460	\$27,816,000	28,890,601	\$14,415,300	93
Cotton yarn	13,490,196	6,746,900	4,029,424	2,014,700	235
Habutai	9,530,678	4,766,000	7,032,217	3,528,000	33
Prepared tea	7,860,460	3,431,000	6,372,328	3,136,000	23
Straw braid	3,181,915	1,562,000	2,234,863	1,117,000	43
Matches	5,641,992	2,822,000	4,982,260	2,493,000	13

It will be seen from the above that the export of raw silk increased by 93 per cent and cotton yarn by 235 per cent as compared with 1896. But as the trade with China has declined, the result of the trade in yarn is doubtful this year. As to tea, matches, etc., more or less augmentation is observable, but in view of the fact that whereas the average price of commodities advanced in 1897, the increase is not at all marked.

Decrease of staple exports.

Articles.	1897.		1896.		Decrease.
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.	
	Yen.		Yen.		Per cent.
Rice	6,145,250	\$3,073,000	7,967,294	\$3,973,600	23
Silk handkerchiefs	3,390,145	1,698,000	4,617,720	2,308,800	26
Mats	973,871	487,000	1,152,177	576,000	15
Lacquer ware	767,400	384,000	948,733	474,000	11
Porcelain and earthenware	1,819,061	910,000	1,974,854	987,000	07.7

The quantity of ingots and manufactured copper decreased by 95,000 cattles (124,450 pounds) and that of coal by 90,000 tons, but their value increased on account of the rise of prices. The price of coal rose over 2,660,000 yen (\$1,325,000).

Decrease of imports.

Articles	1897.		1896.		Decrease.
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.	
	Yen.		Yen.		Per cent.
Mousseline de Laine	8,836,880	\$1,918,000	6,498,162	\$3,249,000	40.9
Cotton yarn	9,625,258	4,813,200	11,872,001	5,686,000	15
Cotton piece goods	5,829,718	2,914,000	7,562,646	3,776,000	22.8
Woolen cloths	1,943,531	972,000	2,407,150	1,208,000	19
Italian cloths	1,815,581	908,000	2,813,086	1,406,000	35
Flannels	1,187,655	594,000	1,997,244	998,000	38.6

The above are those which showed a decrease, and as the home spinning industry became developed by degrees the import of the same from abroad fell off. Other articles of luxury also decreased, the total diminution being one of nearly 10,000,000 yen (\$4,980,000).

Increase of imports.

Articles.	1897.		1896.		Increase.
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.	
	Yen.		Yen.		Per cent.
Rice	21,528,428	\$10,765,000	5,062,396	\$2,831,000	28
Raw cotton	43,620,214	21,811,000	32,573,362	16,286,000	2.4
Sugar	20,003,100	10,002,000	13,853,842	6,926,000	1.4
Machinery	12,291,087	6,148,000	6,206,276	3,108,000	9.8
Cars	5,141,380	2,571,000	1,983,929	991,000	15.9
Beans and pease	5,889,616	2,946,000	3,475,015	1,737,000	5.5
Kerosene	7,667,350	3,834,000	6,381,096	3,190,000	2.1
Bar and rod iron	3,046,131	1,524,000	2,359,704	1,179,000	2.9
Roofing iron	8,825,004	1,668,000	2,596,458	1,297,000	1.8
Materials for railways	2,001,118	1,002,000	1,280,479	640,000	5.6

The increased quantity of rice imported could not be avoided on account of the failure of the rice crop. The steady augmentation of the import of sugar is regarded with concern by the educated. The increasing import of cotton is due to the development of the spinning industry, but is also partially attributable to the advanced standard of living among the people. Owing to the great quantity of rice, machinery, cars, cotton, etc., the excess of imports over exports was the greatest since the Restoration. The following are the returns of gold and silver imported and exported:

	Exports.		Imports.	
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.
1897.	Yen.		Yen.	
Gold	8,863,757	\$4,431,000	64,313,492	\$32,156,000
Silver	10,365,365	5,177,000	17,153,219	8,576,000
1896.				
Gold	1,996,575	998,000	10,217,458	5,109,000
Silver	9,602,307	4,802,000	28,924,750	14,463,000

Whereas the importation of silver was greater than that of gold in 1896, the case was reversed last year, when the gold imports were eight times greater than the former. These, also, were the largest since the Restoration.

Another article in the Yokohama Mail of March 4, 1898 (transmitted by Consul-General Gowey under date of March 8), speaks of the

elasticity of the foreign trade of Japan. "The trade," it says, "has tripled in a decade, which is remarkable, when the fact is remembered that, in 1884, the total value of imports and exports had remained stationary for four years, and foreign residents declared that Japan had no commercial future, that her resources had already reached their highest point of development, and that the opening of the country was unworthy serious attention."

"Not the least remarkable point in the record," continues the article, "is the manner in which Japanese merchants are invading the domain monopolized not very long ago by foreigners. Direct exports by Japanese traders have increased from 11 to 27 per cent in a decade. In imports, the results are still more remarkable, for while direct imports by Japanese in 1888 were less than 13 per cent of the whole, in 1897 they were more than 36 per cent. The efforts of the natives to get into their own hands the business done by the foreign middlemen have promise of success."

Another fact is that Japan tends more and more to become a manufacturing country. She imports increasing quantities of machinery and raw materials and decreasing quantities of manufactured goods. The decrease in cotton yarns imported is specially notable. "When the cotton-spinning industry was started in Japan in 1883," says the article, "anyone would have laughed to scorn the prediction that, within fifteen years, nearly a million spindles would be at work and 13,500,000 yen (\$6,750,000 United States currency, in round numbers) worth of yarn would be exported."

OSAKA AND HIOGO (KOBE).

I have the honor to acknowledge the receipt of the Department of State circular of August 10 last, instructing me to prepare and forward to the Bureau of Foreign Commerce a report on commerce and industries of this consular district for the first six months of this year.

Pursuant thereto, I submit the following report:

The aggregate foreign trade of Osaka and Hiogo (Kobe) for the first six months of 1897 amounted to 79,411,725.33 silver yen (\$40,341,100), consisting of imports to the value of 52,750,693.11 silver yen (\$26,797,300) and exports valued at 26,661,032.22 silver yen (\$13,543,800). The equivalent of the yen in United States currency should be computed at 53 cents for the period of 1896 and at 50.8 cents for the period of 1897 under review. The appended tables are based upon figures taken from the imperial customs returns.

The figures of the foreign trade of Osaka and Hiogo (Kobe) for the first six months of this year compared with those of the corresponding period of last year were as follows:

	1897.		1896.	
	Value.	Equivalent, United States cur- rency.	Value.	Equivalent, United States cur- rency.
Imports	<i>Silver yen.</i> 52,750,693.11	\$26,797,300	<i>Silver yen.</i> 30,105,416.89	\$20,725,800
Exports	26,661,032.22	13,543,800	18,783,617.80	9,965,300
Excess of imports	26,089,660.89	13,253,500	20,321,799.09	10,770,500

Thus, an increase of 34 per cent is noticeable in imports and of 42 per cent in exports over the figures of last year.

The trade of the half year of 1897 under review was distributed among the foreign countries as follows:

Countries.	Exports.		Imports.	
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.
ASIA.				
	<i>Silver yen.</i>		<i>Silver yen.</i>	
China.....	7,117,766.40	\$3,615,826	7,593,253.82	\$3,880,894
Hongkong.....	7,729,108.68	3,923,387	2,072,452.15	1,052,835
British India.....	719,608.59	366,558	12,806,799.71	6,526,853
Corea.....	728,351.97	370,510	2,423,500.09	1,233,678
Annam and other parts of French India.....	5,829.47	2,959	2,546,453.25	1,293,613
Russian Asia.....	85,075.25	43,218	49,624.46	25,236
Philippine Islands.....	34,713.24	17,634	330,497.22	170,940
Siam.....	2,723.45	1,363	1,215,381.78	617,413
EUROPE.				
Great Britain.....	2,129,415.68	1,081,742	9,551,601.71	4,852,213
France.....	206,479.75	105,907	1,376,154.02	699,086
Germany.....	513,107.15	260,658	2,756,456.86	1,400,279
Belgium.....	162,404.43	82,701	546,063.27	277,569
Switzerland.....			457,879.35	234,608
Italy.....	61,843.00	31,416	18,162.68	9,225
Austria.....	32,127.20	16,340	7,950.86	4,036
Russia.....	159,893.73	81,225	74,235.31	37,711
Sweden and Norway.....			26,708.15	13,567
Holland.....	53,736.34	27,297	778,681.23	394,569
Turkey.....	23,450.82	11,913	190.86	96
Spain.....	3,300.00	1,676	11,685.14	5,985
Portugal.....	300.00	152	463.88	235
Denmark.....	297.18	150	896.12	456
AMERICA.				
United States.....	4,668,853.38	2,370,761	7,873,451.64	3,999,723
Canada and British America.....	469,374.57	236,441	14,573.62	7,403
ALL OTHER.				
Australia.....	721,187.94	366,362	117,706.48	59,894
Hawaii.....	147,560.04	74,960	31.62	16
Other countries.....	883,531.06	448,833	183,377.69	93,155
Total.....	26,661,032.22	13,543,804	52,750,696.11	26,797,352

During the corresponding period of 1896, the trade was distributed as follows:

Countries.	Exports.		Imports.	
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.
ASIA.				
	<i>Silver yen.</i>		<i>Silver yen.</i>	
China.....	4,316,113.82	\$2,287,542	5,025,125.36	\$2,663,316
Hongkong.....	5,558,501.82	2,946,165	1,248,182.16	661,541
British India.....	647,182.34	343,005	10,291,771.38	5,454,638
Corea.....	546,187.69	259,479	371,776.87	197,041
Annam and other parts of French India.....	1,282.40	679	864,522.82	433,796
Russian Asia.....	73.00	38	156,812.20	81,845
Philippine Islands.....	40,130.65	21,268	99,342.79	52,641
Siam.....	1,823.42	968	17,164.48	9,096
EUROPE.				
Great Britain.....	2,019,158.29	1,070,153	10,263,280.17	5,439,527
France.....	654,559.75	336,916	1,868,792.50	937,809
Germany.....	406,993.58	216,766	3,270,323.35	1,733,271
Belgium.....	14,731.74	7,807	602,976.32	319,577
Switzerland.....			418,836.04	222,080
Italy.....	29,292.90	15,524	13,499.65	7,134
Austria.....	71,836.77	37,806	5,040.94	2,671
Russia.....	225,047.94	119,274	12.00	6
Sweden and Norway.....			6,883.27	3,621
Holland.....	13,851.20	7,341	32,629.58	17,266

Countries.	Exports.		Imports.	
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.
EUROPE—continued.				
Turkey.....	19,236.60	10,231	167.40	88
Spain.....	5,083.50	2,699	7,994.80	4,236
Portugal.....			2,233.88	1,183
Denmark.....			796.28	421
AMERICA.				
United States.....	3,220,775.68	1,707,019	4,448,446.93	2,357,676
Canada and British America.....	200,813.63	106,430	8,816.70	4,566
Peru.....			1,815.48	962
ALL OTHER.				
Australia.....	580,674.00	307,757	243,025.65	123,806
Hawaii.....	107,084.29	56,728	18.00	9
Mexico.....	1,812.00	980	17.50	9
Other countries.....	99,851.79	52,921	320,782.86	170,062
Total	18,783,617.80	9,955,317	39,105,416.89	20,725,870

The following exhibits give the value of the foreign trade of Osaka and Hiogo (Kobe) with the United States for the first six months of 1897, as compared with the first six months of 1896:

IMPORTS.

	1897.		1896.	
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.
Imports.....	<i>Silver yen.</i> 7,873,451.64	\$3,999,728	<i>Silver yen.</i> 4,448,446.93	\$2,357,676
Exports.....	4,666,853.38	2,370,761	3,220,775.68	1,707,019
Excess of imports.....	3,206,598.26	1,628,967	1,227,671.25	650,657

Thus, an increase of 77 per cent is noticeable in imports and of 45 per cent in exports over those of last year.

EXPORTS.

The articles and values of the principal commodities exported to the United States, together with amount of increase or decrease in the value of those exported for the first six months of 1897, compared with the corresponding period of 1896, will be found in the following table:

Articles.	1896.		1897.		Increase.	Decrease.
	Value.	Equivalent, United States currency.	Value.	Equivalent, United States currency.		
	<i>Silver yen.</i>		<i>Silver yen.</i>			
Tea.....	551,555.65	\$292,324	614,510.37	\$312,171	\$19,847	-----
Straw matting.....	1,213,134.64	642,961	1,783,598.13	906,067	263,106	-----
Rice.....	232,645.67	154,101	584,098.99	271,421	117,320	-----
Rugs.....	296,453.73	167,120	296,868.12	149,284	-----	\$7,836
Matches.....	9,562.90	5,115	9,210.40	4,678	-----	437
Straw braids.....	55,099.65	29,197	91,202.51	46,830	17,183	-----
Camphor.....	44,412.43	23,838	68,840.77	34,716	11,178	-----
All others.....	767,920.96	406,997	1,272,024.09	646,188	239,191	-----
Total	3,220,775.68	1,707,018	4,666,853.38	2,370,761	667,775	8,273

The increase of duties in the United States has caused many firms here to buy and ship heavily in the spring, goods which would ordinarily be shipped at a later date. This is particularly noticeable in respect to matting of all kinds. During the first six months of this year, 308,723 rolls of matting were shipped from this port, as against 174,528 rolls during the corresponding period last year. At present, the matting industry here is at a standstill, not one-eighth of the possible loomage being utilized, and the exports during the last six months of this year will doubtless show a falling off from last year. From July 1 to December 31, 1896, there were 199,400 rolls of matting shipped from this district. For the same period this year, it is estimated that less than one-half of that quantity will cover it. The change of tariff in the United States will have a great influence on the future production of Japanese matting, and will doubtless decrease the export, especially in those grades costing 10 cents gold per yard and over. While the manufacturers will doubtless reduce their prices to some extent, the reduction will not be sufficient to warrant as large exportations as heretofore. As an evidence of this fact, it is claimed that some of the manufacturers of matting have reduced their working capacity in consequence.

Rugs and carpets have been but little affected, and practically the same amount of business has been done this year as last. In the first six months of this year, 4,203 bales were shipped, as against 4,379 bales last year. Prices have ruled about the same as last year. The jute-rug business has been overdone, and at present, is unprofitable to United States merchants.

As to the general exportation of goods such as curios, there is nothing out of the common to distinguish the business from last year, except that orders are heavier, which is due to comparative inactivity in the manufacturing districts.

Tea.—The current season opened about the usual time, namely, early in May, at prices, say 5 yen (\$2.54) per picul* higher than in the preceding year, with a good and general demand, the market immediately responding to the increased and strong inquiry which set in upon receipt of advices regarding the proposed United States duty of 10 cents per pound, and active business ensuing at steadily advancing prices, which, at one time, reached the figure of 15 yen (\$7.62) per picul over the values at even date last year, the agitation of the proposed duty materially assisting the Japanese tea growers, at the cost of American importers and consumers. As the duty excitement collapsed, quotations declined, the lowest point of the market being touched about the middle of June, when there was not more than 2 yen (\$1) per picul difference as compared with the corresponding period of last year.

In view of a probable scarcity, combined with the apparently reasonable prices asked, the demand was soon resumed, and has continued at rapidly advancing prices, holders succeeding in obtaining somewhere about 4 yen (\$2.03) more than was feasible in the middle of June, the business transacted being only curtailed by the growing paucity of supplies. Taken altogether, the quality of the tea crop has not proved equal to that of last season. Purchases from January 1 to June 30 amount to 73,882 piculs (9,850,900 pounds), against 63,217 piculs (8,428,900 pounds) last season at the same time, showing an

*A picul equals 133½ pounds.

increase of 10,665 piculs (1,422,000 pounds) for this year, the average price per picul being 25 silver yen (\$12.70) against 21.24 silver yen (\$11.25), showing an increase of \$1.45 for this year. It is only fair to say that tea will be found to enter more largely into the trade of the six months ending December 31 than in the six months ending June 30.

Rice.—The rice crop of 1896-97 was greatly damaged by most disastrous storms and floods at the time when the plants were in flower. The harvest was late, and the total production was estimated at 10 per cent short of an average crop on a basis of ten years. Up to the 15th of January, the busiest part of the season, the export was very moderate, being about 47,700 tons.

Owing to higher wages, etc., this year the consumption of native rice has been unusually large, the demand being so great and prices having risen so steadily that large quantities of rice were imported from Korea, China, and other rice-producing countries, which found a ready sale.

With the rapid fall of silver, rice continued to rise, and but for a spurt at the end of May, caused by the anticipated increase of duties in the United States, the business was almost entirely at an end early in May.

It appears that some rice-cleaning mills have been erected in the United States, and the demand in consequence has become greater for unhulled than for polished grain. This is done with a view of securing the lower scale of duty on rice exported to the United States.

In spite of all the difficulties above enumerated, the export of rice for the first six months of this year was 74,000 tons, against 58,000 tons for the corresponding period of last year, the United States taking nearly double the quantity of the previous year's purchases.

I will add that the rice season in this country dates from the middle of November to May.

Camphor.—Of the vast camphor forests that once existed in this country, a small portion only remains, as the result of the waste in the process practiced here by the Japanese for obtaining gum from the trees.

The process of the manufacture of camphor in this country is boiling the chips of the wood, roots, and bark of the tree in kettles with water, and condensing the volatilized gum on rushes suspended over the kettle. Owing to this process, the entire tree is cut down and even the roots are dug up, which must in time terminate the source of production, and this, of course, necessitates consumers and importers seeking other fields of supply.

Cotton rags.—This is a commodity largely exported to the United States, but owing to the epidemic of smallpox which prevailed at this port in the latter part of last year and the first six months of this year, there were no shipments made.

DETAILS OF IMPORTS FROM THE UNITED STATES.

The articles and values of the principal commodities imported from the United States, together with the amount of increase or decrease in the value of the principal commodities for the first six months of

1897, compared with the corresponding period of 1896, will be found in the table given below:

Articles.	1896.		1897.		Increase.	Decrease.
	Value.	Equiva- lent, United States currency.	Value.	Equiva- lent, United States currency.		
	<i>Silver yen.</i>		<i>Silver yen.</i>			
Raw cotton	1,806,215.84	\$357,208	3,416,089.70	\$1,735,373	\$778,080	-----
Kerosene	1,349,541.00	715,258	1,254,884.54	641,481	-----	\$73,775
Rails and railway materials	1,429.04	757	643,778.94	327,049	326,292	-----
Locomotive engines	28,907.82	15,320	190,219.64	96,631	81,313	-----
Flour	17,410.17	9,227	89,388.52	45,409	36,182	-----
Paraffin wax	34,537.22	18,304	80,863.10	40,824	22,520	-----
Machinery:						
Dynamo, electric, and parts of	108,499.72	56,454	81,156.24	41,627	-----	14,827
Paper-making	5,452.46	2,889	24,682.44	12,546	9,657	-----
Printing	578.68	305	1,256.64	638	333	-----
All other	18,680.92	9,889	88,013.82	44,710	34,821	-----
Lumber	11,186.84	5,917	100,365.06	50,985	45,068	-----
Iron nails	16,806.40	8,907	65,853.31	33,453	24,546	-----
Bicycles	7,981.14	4,219	9,965.20	5,062	843	-----
Pig iron	-----	-----	9,310.06	4,729	4,727	-----
Leather:						
Sole	104,589.89	55,400	19,872.80	10,094	-----	45,406
Other	23,109.58	12,247	15,940.52	8,097	-----	4,150
All other	915,582.51	485,258	1,781,310.22	904,905	419,647	-----
Total	4,448,446.93	2,367,676	7,873,451.64	4,003,613	1,784,029	138,158

The volume of trade in imports for the first six months of this year was much larger than for the corresponding period of last year, the increase being more in special lines than in general merchandise, and particularly noticeable in raw cotton, machinery, and metals.

Raw cotton.—The principal features in this commodity are that it takes the lead in value among the imports from the United States, and shows the largest increase on the list of imports for the period of 1897 under review, as compared with the corresponding period of 1896.

The following exhibits give the weights of raw cotton imported from India, the United States, China, and other countries to Osaka and Hiogo (Kobe), together with weights of increase or decrease for the first six months of this year compared with the corresponding period of last year:

Countries.	1897.	1896.	Increase.	Decrease.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
India	76,027,056	62,433,849	13,593,207	-----
United States	21,816,091	12,370,521	9,445,570	-----
China	20,150,457	16,897,428	8,253,029	-----
Other countries	1,663,267	1,807,568	-----	144,321
Total	119,656,871	93,509,366	26,291,806	-----

Thus an increase of 22 per cent is noticeable in Indian, 76 per cent in United States, and 19 per cent in Chinese cotton for the first six months of this year over the same period of last year.

The reasons assigned for this marked demand for cotton are the increased number of cotton factories and the large exports of yarn to China.

The Japanese import duty on raw cotton was abrogated in April last year, and its abrogation may be also claimed as one of the causes for the large increase of imports of the commodity for the first six months of this year.

The average price per picul* paid in this market for raw cotton coming from India and China was 19 yen (\$10) for 1896 and 21 yen (\$10.66) for 1897, revealing an increase over last year. This difference in price is probably due to climatic influence, shortness of supply, and depreciation in exchange.

The price and quality of United States cotton this year compare favorably with those of last year.

The chief demand among local mills for cotton is limited to inferior grades, used for the manufacture of a coarse quality of yarn; hence the large trade in Indian grades. The better qualities of cotton coming from America and China are used as a mixture with the inferior Indian grades, in order to produce the inferior quality of yarn, which is most salable in Japan and China, where this production is principally consumed.

The cotton trade in this country during the past few years has shown a steady increase, but the depreciation in the rates of exchange on China, owing, I might say, to the new gold currency, which goes into effect on October 1 of this year, has seriously affected the yarn trade, and now threatens to hinder the progress of the spinning industry in Japan.

Kerosene.—The feature of the period of 1897 under review, regarding this commodity, is the increased consumption of Langkat (Dutch) oil, with a corresponding decrease in Russian oil, and the substantial gain in deliveries of American oil, prices being generally lower this year than last year. While there has been a decrease of 1,532,910 gallons in the arrivals of American oil for the first six months of this year, there has been an increase of 1,463,570 gallons in deliveries for the same period.

Kerosene oil has been largely used by the Japanese farmers this year for destroying insects, with good result. In certain localities, the crops have suffered greatly from the destruction wrought by insects, and had it not been for this valuable remedy the farmers would have sustained much heavier losses.

Steel rails for a time were supplied to this country exclusively by European manufacturers, but are now being largely imported from the United States, at a much lower cost than can be quoted in Europe.

American locomotives are being imported into this country and are giving great satisfaction, and at less cost than from England.

Flour has been a large item of import from the United States for many years, and while the customs returns for the first six months of this year show an increase over the corresponding period of last year, it is safe to predict that the importation of flour will be less for the latter half of this year than for the same period last year, owing to the advance in the price of wheat in the United States. This advance in wheat has already had an effect upon this market, and Japanese who formerly used imported flour are now using native flour and rice instead.

Steam engines, boilers, iron working machinery and engineering accessories have largely increased during the first six months of this year, as compared with the first six months of last year. It may be said that the increase in the special lines of imports is due to the United States manufacturers having arrived at the conclusion that the trade in this country is worth catering for, and in consequence, made their prices so as to compete with European manufacturers, which heretofore has never been done. Representatives of the American manufacturers have come in personal contact with the consumers or

* A picul equals 133½ pounds.

importers, and have studied their wants and business methods, and have therefore become better acquainted with the trade. United States machinery is gradually becoming more popular as its superior qualities become known.

The merits of American industrial apparatus are brought into prominence by the successful and satisfactory operation of the few machines imported. A portion of this trade has been done with the Government, with satisfactory results. Heretofore, it has been limited to England. The British were the first to send competent men to exploit and sell machinery of various kinds to this country, and it is but natural that the Japanese should, by reason of custom and precedent, desire to continue the trade with them; but the satisfactory operation of American machinery is largely influencing the Japanese engineers to change their opinions and place orders in the United States.

American goods can be imported into this country more speedily than European productions, which is a recognized advantage in trade.

Iron nails.—This commodity has heretofore been chiefly supplied by Great Britain, Germany, and Belgium, but the customs returns for the first six months of this year show that the United States supplied 1,801,824 pounds, against 400,533 pounds for the corresponding period of last year. The figures reveal the very appreciable increase of 1,401,291 pounds for this year.

Pig iron.—This is another commodity which has been supplied by Europe, but is now being largely imported from the United States. The returns of the customs show that 1,011,993 pounds were imported during the period of 1897, under review, against nothing for the corresponding period of 1896.

Lumber.—The importation of this commodity for the period of 1897, under review, shows an increase of 90,198.22 silver yen (\$45,000) over the corresponding period of last year. As shown in the above figures, this trade is steadily increasing, and I believe bids fair to continue. There can be no doubt as to the future of the commodity as an import to this country if those interested in the manufacture give it proper attention. The shipments of lumber received here have given entire satisfaction so far as I have been able to ascertain.

SHIPPING.

The following tables show the shipping interest at Hiogo (Kobe) of the several countries named for the period of 1897, under review, as compared with the corresponding period of last year.

Merchant vessels entered from and cleared for foreign countries from January 1 to June 30, 1897.

Flag.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
Japanese	84	99,892	—	—	47	47,275	4	3,065
British	97	166,803	5	11,138	39	78,582	6	12,546
American	—	—	7	8,301	—	—	8	9,039
Austrian	5	10,248	—	—	6	14,830	—	—
French	13	28,155	—	—	13	28,290	—	—
German	27	33,358	1	2,302	17	25,315	—	—
Norwegian	11	8,230	—	—	7	5,245	1	2,312
Korean	1	238	—	—	—	—	—	—
Dutch	1	821	—	—	—	—	—	—
Swedish	1	988	—	—	—	—	—	—
Total	240	348,740	13	21,741	128	199,536	19	27,022

Merchant vessels entered and cleared coastwise from January 1 to June 30, 1897.

Flag.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
Japanese	169	194,449	1	234	197	235,056	-----	-----
British	155	399,164	2	3,628	196	433,537	-----	-----
American	12	31,768	2	847	12	31,768	1	371
French	11	23,536	-----	-----	11	27,128	-----	-----
German	21	42,682	-----	-----	28	44,002	-----	-----
Austrian	2	5,331	-----	-----	1	2,740	-----	-----
Norwegian	3	5,074	-----	-----	7	8,363	-----	-----
Korean	-----	-----	-----	-----	1	236	-----	-----
Total	373	702,004	5	4,709	453	782,890	1	371

Merchant vessels entered from and cleared for foreign countries from January 1 to June 30, 1896.

Flag.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
Japanese	48	40,498	-----	-----	19	15,455	-----	-----
British	69	126,725	1	1,878	33	131,763	1	1,471
Korean	2	230	1	42	1	286	2	84
Austrian	2	3,918	-----	-----	5	12,614	-----	-----
French	12	25,471	-----	-----	12	28,000	-----	-----
German	14	10,761	-----	-----	21	33,445	-----	-----
Norwegian	38	29,219	-----	-----	21	16,367	-----	-----
Dutch	2	1,977	-----	-----	-----	-----	-----	-----
Spanish	1	651	-----	-----	-----	-----	-----	-----
American	-----	-----	8	15,076	-----	-----	13	20,214
Hawaiian	-----	-----	-----	-----	-----	-----	1	192
Russian	-----	-----	-----	-----	-----	-----	1	60
Total	188	239,450	10	16,906	112	237,890	18	22,621

Merchant vessels entered and cleared coastwise from January 1 to June 30, 1896.

Flag.	Entered.				Cleared.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
Japanese	118	145,340	-----	-----	147	166,313	-----	-----
British	213	476,346	-----	-----	246	525,689	-----	-----
American	7	19,015	2	3,819	7	19,015	-----	-----
Korean	1	115	-----	-----	2	230	-----	-----
French	15	32,801	-----	-----	14	40,208	-----	-----
German	25	50,883	1	2,706	17	28,741	-----	-----
Norwegian	3	2,394	-----	-----	20	17,500	-----	-----
Austrian	4	10,618	-----	-----	1	1,622	-----	-----
Spanish	2	1,376	-----	-----	3	2,027	-----	-----
Dutch	2	3,072	-----	-----	3	4,350	-----	-----
Hawaiian	-----	-----	1	192	-----	-----	1	192
Total	290	741,950	4	6,719	460	802,995	1	192

RECAPITULATION.

Merchant vessels entered from and cleared for foreign countries.

	1897.		1896.		Increase.		Decrease.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
ENTERED.								
Steamers.....	240	348,740	188	239,450	52	109,290	-----	-----
Sailing vessels.....	13	21,741	10	16,996	3	4,745	-----	-----
CLEARED.								
Steamers.....	128	199,536	112	237,880	16	-----	-----	38,344
Sailing vessels.....	19	27,022	18	22,021	1	5,001	-----	-----

Merchant vessels entered from and cleared coastwise.

	1897.		1896.		Increase.		Decrease.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
ENTERED.								
Steamers.....	373	702,004	290	741,950	83	-----	-----	39,946
Sailing vessels.....	5	4,709	4	6,719	1	-----	-----	2,019
CLEARED.								
Steamers.....	453	782,830	460	802,995	-----	-----	7	20,165
Sailing vessels.....	1	371	1	192	-----	179	-----	-----

The figures in the following paragraphs are taken from consular records:

For the first six months of this year, there entered this port 13 American steamers with a tonnage of 34,905, and 10 American sailing vessels with a tonnage of 11,325, aggregating 23 vessels with a tonnage of 46,230, as against 7 American steamers with a tonnage of 19,017, and 10 American sailing vessels with a tonnage of 15,865, aggregating 17 vessels with a tonnage of 34,882, for the corresponding period of last year, thus showing an increase of 6 steamers with a tonnage of 15,888 and a decrease in tonnage of sailing vessels of 4,540 for the period under review.

For the same period, there cleared from this port 13 American steamers with a tonnage of 34,905 and 9 American sailing vessels with a tonnage of 9,462, aggregating 22 vessels with a tonnage of 44,367, as against 7 American steamers with a tonnage of 19,017, and 13 American sailing vessels with a tonnage of 20,239, aggregating 20 vessels with a tonnage of 39,256, for the corresponding period of last year, thus showing an increase of 6 steamers with a tonnage of 15,888 and a decrease of 4 sailing vessels with a tonnage of 10,777 for the first six months of this year.

There were 59 merchant vessels that cleared from this port with general cargo for ports in the United States during the first six months of this year, viz, 42 British, 11 American, and 6 Japanese. For the corresponding period of last year, there were 51 vessels, viz, 38 British and 13 American. Thus it is shown that 6 Japanese vessels cleared from this port for the United States during the first six months of this year, against none for the corresponding period of last year, which is a new departure in Japanese shipping with the United States.

From the above figures for the period of 1897, under review, it is shown that the cargoes shipped from this port to the United States were carried in the bottoms of 71 per cent British, 19 per cent American, and 10 per cent Japanese vessels.

RATES OF FREIGHT.

For the six months ending June 30 of the current year, rates of freight by steamer and railroad to central points in the United States ranged from \$6 to \$14 United States gold per ton of 40 cubic feet measurement, the average being about \$8, the highest figure named (\$14) having been caused by the general rush to get goods forward in time for customs entry at the Pacific coast ports prior to the 1st of July, to escape the duties proposed for that date. Rates for the corresponding period in 1896 averaged \$11, the competition then being less keen, the Japanese line of steamers not having been equipped. Rates of freight for tea by the overland route average, say, 1½ cents gold per pound gross for the half year ending June 30, 1896, while for the same period of the current year rates averaged about 1½ cents per pound gross. Freights by sailing vessels hence to New York direct were about \$4.25 gold during the first six months of 1896, against \$2.42 gold for the same period this year.

JAPANESE STEAMERS FOR SAN FRANCISCO.

The Toyo Kisen Kaisha (Oriental Steamship Company) have ordered from England three steamers of a speed of 17 knots, to carry 6,000 tons, and to be completed by June, 1898. The vessels are to be called the *Nippon Maru*, *America Maru*, and *Hongkong Maru*.

The steamers will at first run between Yokohama and Hongkong, commencing not later than July, 1898. It is said that the company contemplates establishing branch offices at Yokohama, Hongkong, and San Francisco, and agencies at Hiogo (Kobe) and Shanghai.

OSAKA HARBOR CONSTRUCTION.

A grant of 468,000 silver yen (\$237,000) per annum for ten years for the construction of the Osaka Harbor has passed the Diet. The aggregate cost is estimated at 14,500,000 silver yen (\$7,300,000). It is said to require eight years for completion, the construction of this work to commence on or about the 3d of October, this year.

NEW DOCK AT HIOGO (KOBÉ).

The Kawasaki Shipbuilding and Engineering Yard at this port (Hiogo-Kobe) is constructing a new dock, measuring 440 feet in length, 100 feet in width, and 37 feet in depth.

INCREASING CUSTOMS ACCOMMODATION.

In consequence of the increased trade at this port (Hiogo-Kobe), it has become necessary for the Imperial customs to increase their accommodation. The proposed increase is to consist in filling in a part of the harbor, erecting one inspecting building, seven sheds, three warehouses, and constructing a camber.

The cost of these improvements is estimated as follows: Filling in harbor and constructing camber, 245,596 silver yen (\$124,000), and

erecting inspecting building, warehouses, and sheds, 68,950 silver yen (\$35,000), aggregating a total of 314,546 silver yen (\$159,000).

The dimensions of the new customs chamber are to cover an area of 78,000 square feet.

This work was commenced in November, 1896, and is to be completed by March, 1898.

INCREASING POSTAGE RATES.

The Japanese department of communications issued on the 25th of September, this year, a notification increasing the rates of postage, so as to make the rate to America, Canada, and places in China where there is no Japanese post-office equal to the rate now charged for letters and printed matter, etc., to Europe, in order that there will be a uniform rate of postage from Japan to all foreign countries. The rate to Europe is not increased, but the rate to other Postal Union countries is raised to a level with the European tariff. The rate to places in China, where there are Japanese post-offices, will remain as heretofore, viz, 5 sen* per 15 grams (one-half ounce). The new rates will go into effect on the 1st of October, this year.

The following table shows the new and old rates, as applied to the United States:

	New rates.	Equiva- lent, United States currency.	Old rates.	Equiva- lent, United States currency.
	Sen.	Cents.	Sen.	Cents.
Letters, per 15 grams (one-half ounce)	10	5	5	2½
Postal cards, each	4	2	2	1
Printed matters, for each 50 grams (1½ ounces) or fraction thereof	2	1	1	½
Samples of merchandise, 100 grams (3½ ounces) or less.	4	2	2	1
Over 100 grams, each additional 50 grams	2	1	2	1

It is said that the Japanese Government received the approval of the Postal Union countries for the increase of their rates of postage, in consequence of the gold standard going into effect on the 1st of October, this year.

GOLD STANDARD IN JAPAN.

The bill introducing the gold standard in Japan, which was referred by the Diet to a select committee, has since been passed upon, and will go into effect on the 1st of October this year.

The unit of value is to be a gold yen (dollar) of the value of slightly over 49 cents United States currency. The principal object of the change is probably to facilitate exchange with the West.

Through this change of currency, the effect upon both imports and exports will doubtless prove beneficial, as it will establish a fixed rate of exchange between the currency of this and other gold-using countries, thereby enabling importers to quote prices on commodities in terms of Japanese yen, instead of sterling or United States gold, which heretofore has been an obstacle to trade.

In like manner, the exports of this country can be quoted to purchasers in other gold-using countries at fixed prices.

*A sen equals one-half cent gold.

Japan is said to be in possession of gold to the value of 168,006,885.88 yen and silver amounting to 87,032,791.87 yen. The details are as follows:

GOLD.		Yen.
Gold bullion purchased out of the indemnity to the amount of £7,720,586 6s. 9d., expressed in yen at the rate of 9.9225 yen for £1 (September 16, 1897)	76,607,021.80=	\$37,551,000
Realized by the sale of war bonds, £4,386,000 in English money, expressed in Japanese value at the same as the foregoing	43,520,085.00=	21,344,000
Actual amount of the Nippon Ginko's specie reserve in gold coins and bullion on September 14, 1897, exclusive of the Government gold held on account of "mutual deposit"	38,271,600.00=	19,033,000
Gold coins in circulation in the country on July 31, 1897, valued at the rate of 1.80 yen for each yen of coin	9,608,179.08=	4,708,000
Total	168,006,885.88=	82,656,000

SILVER.		
Silver bullion purchased out of the indemnity and still remaining in Government hands	1,214,777.64	
The Nippon Ginko's specie reserve in silver bullion on September 14, 1897	36,801,292.00	
The Nippon Ginko's specie reserve in silver yen on September 14, 1897	12,225,307.00	
Silver yen in circulation in the country on July 31, 1897	36,791,415.23	
Total	87,032,791.87=	*44,212,000

The amount of new gold coins required for the exchange of the silver yen was estimated at 48,000,000 yen (\$23,500,000), including 12,000,000 yen (\$5,800,000) of 20-yen pieces (\$9.80) and 36,000,000 yen (\$17,700,000) of 10-yen pieces (\$4.90).

The existing convertible notes of the Bank of Japan will be allowed to circulate for the present. They will, however, be withdrawn gradually, and the issue of new notes will be commenced before the end of the present year. Their denominations will be 5, 10, and 20 yen (\$2.45, \$4.90, and \$9.80) and above.

It is added that no gold coin can be had for a 1-yen note or 1-yen silver, but these will be exchanged for subsidiary coins. No new 1-yen notes will be issued.

GENERAL REMARKS.

The larger portion of the Japanese foreign trade is now in the hands of the foreign merchants, but it is thought the Japanese merchants will have a more direct intercourse with the manufacturers and consumers abroad when the new treaties go into effect two years hence.

The principal obstacles to trade in this country are the lack of punctuality and the nonadherence to contracts on the part of the Japanese merchants.

It is an established fact that as soon as a manufactured article becomes known to the trade and has grown in favor, the quality is permitted to deteriorate, thereby causing a loss to the importer. This has been well demonstrated in the productions of straw matting and hemp rugs, more especially in the latter, which have deteriorated to such an extent as to render the present production almost unsalable.

In view of these facts, it is safe to predict that the bulk of the foreign trade will remain in the hands of the foreign merchants, unless the Japanese manufacturers perfect their present system.

In concluding this report, I beg to state that the foreign trade of Osaka and Hiogo (Kobe, Japan) with the United States for the period under review shows the balance of trade to be in favor of the United States, and I may add that if the efforts being made for the sale of American goods be continued, the trade will increase.

HUNTER SHARP,
Vice Consul in charge.

HIOGO (KOBE), *September 30, 1897.*

NAGASAKI.

In compliance with the instructions contained in the circular letter from the Department of State, dated August 10, 1897, I have the honor to make the following report on the commerce and industries of this consular district for the six months ending June 30, 1897, and also to send other facts and figures for the year 1896 not previously transmitted to the Department.

In estimating the present condition of commerce and industries, two important factors must be taken into consideration, especially as affecting the opening of new markets for the introduction of United States manufactures into this district. These are the rapid increase in the price of labor within the last few years, and the corresponding rise in the price of all food stuffs. These factors apply not only to the treaty ports, but obtain also in the interior districts.

The following table of prices of labor is compiled from the average price paid in the city of Nagasaki and districts Nishisonoki gun, Minamitakaki gun, and Kitatakakaki gun.

This rise in price, both of labor and food, is still steadily growing, and skilled labor especially is becoming more and more scarce. It is difficult to understand the cause or causes that produce this condition of affairs. The increase of manufacturing, shipbuilding, etc., however, has produced a more extravagant and luxurious mode of living among the Japanese people of all ranks.

Table of wages for 1893 and for the six months ended June 30, 1897.

Occupation.	Male or Female.	Yearly, monthly, or daily.	1893.	1897.
			Yen. ¹	Yen. ²
Farm hands.....	{ Male	Yearly	11.00	20.00
	{ Female	do	6.00	10.00
Silk spinners.....	{ Female	Daily .....	.13	.20
Weavers	{ Male	Monthly	6.00	10.00
	{ Female	do	4.50	8.00
Porcelain makers.....	{ Male	Daily .....	.25	.35
Tailors in European clothes	do	do .....	.35	.30
Tailors in Japanese clothes	do	do .....	.28	.28
Carpenters	do	do .....	.24	.35
Brickmakers	do	do .....	.30	.30
Cabinet makers.....	do	do .....	.18	.30
Paper hangers	do	do .....	.18	.30
Stonecutters	do	do .....	.20	.30
Tea firers	do	do .....	.18	.30
Shoemakers.....	do	do .....	.30	.35
Fishermen	do	do .....	.20	.30
Day laborers	do	do .....	.20	.30
Servants.....	{ Male	Monthly	2.50	4.50
	{ Female	do	1.00	1.50

¹ One yen equal to 63.5 cents, United States gold, in 1893.

² One yen equal to 80 cents, United States gold, in 1897.

These rates apply, however, only to Japanese employing each other. Fully 25 per cent must be added when the employer is a European. The general rise in prices of labor commenced in 1889.

The rise in the price of the principal articles of food and fuel used by Japanese has increased now about 80 per cent for rice, and over 100 per cent for vegetables, fish, etc. The cost of Japanese clothing has increased from 50 to 100 per cent. I have also to call attention to the fact that, since 1895, the ratio of the rise in the cost of living has exceeded the fall in gold price of silver.

OPENING FOR UNITED STATES GOODS.

The result of this rise in the price of food products has been to place in the hands of farmers an amount of ready money never possessed by them before, while the increased demand for labor in seaport towns and large cities in the interior has drawn away from the farms a large number of laborers. Taking these facts into consideration, I believe the time has arrived when by a system of judicious and thorough canvassing of the country a large market would be found for the introduction of United States labor-saving machinery to replace the primitive and obsolete appliances now used by the Japanese. To effect this object, I can not lay too much stress upon the necessity of business houses in America sending capable agents to thoroughly canvass the districts and find out what is needed by the Japanese and the prices that they are able to pay. I would strongly deprecate trusting business entirely to old established houses for the furtherance of their interests.

The durability and reliability of United States manufactures have slowly but surely impressed the Japanese, so that now the expression, "made in America," is to them the antithesis of "made in Germany."

CURRENCY AND EXCHANGE.

Since October 1, Japan has assumed the gold basis, making two silver yen equal one gold dollar. The rate of exchange is constantly changing with the rise and fall of silver. There has been no change in tariff rates, custom rates, port regulation, or wharfage dues.

IMPROVEMENT IN HARBOR.

A private company, organized to take any contract work, has received permission from the Imperial Japanese Parliament to reclaim by dredging and filling in about 162 acres of land, situated at the head of Nagasaki Harbor. The machinery used is of United States manufacture, and is covered in America by patent rights.

Three piers are to be constructed at Desima. The harbor is to be deepened to 27 feet at low tide. The estimated cost of the whole work is 3,100,000 yen (\$1,550,000). (The stonework alone will cost nearly a fourth of this amount.) The payment for the improvement is provided for by a subsidy from the Imperial Government of 800,000 yen (\$400,000) and by a subsidy from the prefectural government of 250,000 yen (\$125,000); the balance by issuing interest-bearing bonds sanctioned by the authorities. These bonds can be redeemed by the proceeds received by selling or leasing the land when reclaimed. The land will not be ready for occupation for four years.

There has been no extension of either telegraph or cable lines.

TRANSPORTATION FACILITIES.

Pacific Mail Steamship Company and the Occidental and Oriental Steamship Company. Running between San Francisco and Hongkong. Steamers leaving for San Francisco and Hongkong every eight days. The passage from this port to the United States is made usually in from eighteen to twenty days.

Peninsular and Orient Steam Navigation Company. Running between Hongkong, China, Japan, Australia, India, and Europe. Steamers leaving for these places in connection with other lines every fortnight.

Canadian Pacific Railway Steamship Company. Running between Vancouver, British Columbia, and Hongkong. Steamers leaving for Vancouver and Hongkong every three weeks.

Russian Volunteer Fleet. Running between Odessa and Vladivostok, Siberia, every thirty days.

Russian Steam Navigation in the East. Running between Chefoo, Nagasaki, Korea, and Shanghai every twenty days.

"Glen" Line of steam packets. Running between Japan, China, and Europe every thirty days.

"Ben" Line of steamers. Running between China, Japan, and England every thirty days.

The Ocean Steamship Company. Running between China and Japan ports and England every thirty days.

Norddeutscher Lloyd. Running between Hongkong, Japan, India, Italy, and Germany every thirty days.

China Mutual Steam Navigation Company, Limited. Running between Japan, and China ports and England every thirty days.

Nippon Yusen Kaisha. Regular steam communication between Yokohama and Shanghai every fortnight; Kobe and Seattle, calling at Honolulu monthly; Yokohama and Bombay, calling at Hongkong and India monthly; Yokohama and Melbourne, calling at Kobe, Nagasaki, Hongkong, Thursday Island, Townsville, Brisbane, and Sydney monthly; Hongkong-Vladivostok Line, calling at Shanghai, Chefoo, Chemulpo, and Nagasaki every three weeks; Shanghai-Vladivostok Line, calling at Chefoo, Nagasaki, Fusan, and Gensan every three weeks; Kobe and Tientsin, calling at Nagasaki, Fusan, and Chefoo (discontinued during winter months); Kobe and Newchwang, calling at Nagasaki, Chemulpo, Chefoo, and Taku (discontinued during winter months); and Kobe and Vladivostok, calling at Nagasaki and Gensan (discontinued during winter months).

"Strath" Line of steamers, Scottish Oriental Steamship Company, Navigazione Generale Italiana, Indo-China Steam Navigation Company, Limited, Austrian Lloyd Steam Navigation Company, Holtz Line of steamers, "Mogul" Steamship Company, and "Warrah" Line of steamers. (Irregular.)

The large majority of these steamers call at Nagasaki for coaling purposes only. The coal obtained here is taken from the mines situated in the Island of Takashima, near the entrance of the harbor. Lately, the demand has far exceeded the supply, and large quantities are brought to Nagasaki in junks from Moji, at Shimonoseki Straits, about 148 miles north of this port and 50 miles south from Miike, notwithstanding the price of coal has steadily advanced from 5 yen (\$2.50) per ton in January to about 7 to 7½ yen (\$3.50 to \$3.75) at the present date.

INTERNAL TRANSPORTATION.

Internal transportation is of the most primitive kind, mostly by coolies, bullocks, and ponies; wagons are rarely used; coastwise transportation is effected by a large number of small steamers and by junks. Passports to any part of Japan, good for one year, can be obtained by application through the consul to the Japanese local authorities.

IMPORTS.

Imports into Nagasaki from the United States for six months ending June 30, 1897, amount to 422,226 yen (\$212,000). There were no exports to the United States for the corresponding period.

The total imports into this district for the six months ending June 30, 1897, have increased by from 40 to 50 per cent as compared to same period in 1896. From the United States, for the same period, imports are rather more than double.

The principal articles showing increase are:

From Europe: Iron and steel in a variety of forms; steel rails, machinery, coal, cement, zinc, wire ropes, tubes, and material for ship building. There is also an increase in the local imports of sugar, cotton, and rice.

The principal articles of import from the United States were kerosene oil, raw cotton, lumber, wire nails, tubes, pig iron. The last four items are practically new imports, the results of active canvassing by special agents.

The importation of these articles shows a marked and rapid increase, while the importation of condensed milk, watches, and clocks, has fallen off, owing to the unreliability of the milk of late and to the fact that the Japanese are making clocks and watches cheaper than the imported articles.

Cotton packing has been greatly improved, and is now fairly good; it might, however, be still further improved by the adoption of a uniform net weight of bale, which would save great loss to importers and dealers. United States charges for cases, packing, cartage, etc., are generally excessively high compared with European charges, and interfere with business in some classes of goods.

United States textile fabrics are comparatively unknown here, except for transshipment to Korea.

POSTAGE.

The new rates of foreign postage, going into effect the 1st instant, are as follows:

To Shanghai, Chefoo, Tientsin, and other China ports wherein Imperial Japanese post-offices are established:

	Sen. Cts.
Letters, per 15 grams (one-half ounce)	5=2½
Postal card	2=1
Return postal card	4=2
Printed matter per 50 grams (1½ ounces)	1=½
Sample goods, 50 grams and less	2=1
Sample goods, 100 grams (3½ ounces and less)	2=1
Sample goods, each additional 50 grams	1=½
Commercial papers, from 50 grams to 250 grams (8½ ounces)	5=2½
Commercial papers, each additional 50 grams	1=½
Registration fee	10=5

To all Union countries, such as the United States, Canada, Hong-kong, Asiatic Russia, Hawaii, Amoy, Canton, Macao, and other China

ports, South America, Central America, Europe, Australia, India, etc., and non-Union countries:

	Sen. Cts.
Letters, per 15 grams (one-half ounce).....	10=5
Postal card.....	4=2
Return postal card.....	8=4
Printed matter, per 50 grams (1½ ounces).....	2=1
Sample goods, from 50 grams to 100 grams (3½ ounces).....	4=2
Sample goods, each additional 50 grams.....	2=1
Commercial papers, from 50 grams to 250 grams (8½ ounces).....	10=5
Commercial papers, each additional 50 grams.....	2=1
Registration fee.....	10=5
Fee for acknowledgment of delivery.....	5=2½

EXPORTS OF MATTING.

During the year 1896, a considerable quantity of Japanese matting manufactured in this district was exported to the United States. This matting, on account of cheapness and apparent good quality, found a ready and increasing market in America. Experience, however, taught that the colors faded rapidly, and the matting when laid developed a worm which rapidly destroyed the tissue, rendering it worthless after a short time.

During the period from January 1 to June 30, 1897, no matting has been exported from this port, owing to the increased cost of manufacture and a new tariff of 3 cents a yard on matting valued at 10 cents, and 7 cents per yard on matting valued over 10 cents, and 25 per cent ad valorem.

SHIPPING AND SHIP BUILDING.

Total tonnage entered and cleared from January 1 to June 30, 1897, is as follows:

	Tons.
Entered.....	501,091
Cleared.....	384,115

Mitsu Bishi Dock Yard and Engine Works at this port is the only establishment of the kind in this part of Japan. It reports increasing activity for the six months ending June 30, 1897. It has a plant capable of constructing vessels of 6,000 tons register. It is now building one vessel of 6,000 tons for trade between Japan and Europe. A similar vessel is to be built immediately afterwards. These two vessels are sister ships to ten others built and being built in Great Britain (Glasgow and Belfast). The same company is also building one training ship of 1,500 tons and a merchant ship of 2,000 tons gross. These vessels are being built of steel, and are of the highest class required by foreign registry of shipping. The plates are at present imported and also the heavy forgings, such as shafting, keel, and stem bars, likewise anchors and chains; the castings, including the cylinders, are all made in the works, but at present they do not cast steel.

The cost of building in Japan is much less for vessels up to 1,000 tons than on the Clyde, but for large vessels that can pay their way out, the expense is in favor of foreign-built craft. Machinery has been added to this establishment during the past eighteen months, which makes the engine building branch of the works equal to any requirement, and a new foundry is being completed to undertake the heaviest work with the quickest dispatch. There is no immediate indication that vessels will be built here in such number as to compete with foreign building establishments, if for no other reason on account of the lack of labor. Workmen are very scarce, and every available mechanic in Japan is employed. The Mitsu Bishi Company

at present employs about 1,500 operatives, but would be glad to obtain 1,000 more, if it were possible. The market here for United States machinery may be said to be in its infancy, little or almost none having been introduced. Properly represented by efficient agents, there can be no doubt that an increasing market would be found for it here, as has been well exemplified by the rapid introduction into Japan of American locomotives and rails.

The present rates of freight for New York, via the Suez Canal, are about \$4.25, United States gold, per 40 cubic feet measurement; to San Francisco and Vancouver, about \$7, United States gold, per 40 cubic feet measurement.

W. H. ABERCROMBIE, *Consul.*

NAGASAKI, *October 15, 1898.*

Imports and exports at Nagasaki, Japan, for the year ended December 31, 1896.

IMPORTS.

Description.	Quantity.	Value.
Arms and ships.....		\$167,985
Blankets.....	pounds 877	561
Coal.....	tons 28,521	311,731
Cotton yarn.....	piculs 10	1,056
Cotton and cotton mixtures.....	yards 145,262	14,290
Dry stores.....		267,534
Metals.....	piculs 155,254	745,938
Medicines.....		44,025
Oil, Chinese.....	piculs 461	5,033
Oil, kerosene.....	cases 514,981	618,102
Pease and bean cake.....	piculs 323,842	618,781
Paints.....	do 4,110	95,847
Rice and other cereals.....	do 26,298	234,179
Raw cotton.....	do 97,106	1,888,151
Sugar and candy.....	do 212,556	1,464,339
Singlets and underclothing.....	dozen 13	66
Wines and spirits.....		87,199
Woolens and woolen.....	yards 32,577	25,137
Sundries.....		3,210,547
Total (exclusive of treasure).....		9,988,246
Reexported.....		310,576
Total.....		9,677,670
Imports in 1895.....		6,100,417
Increase.....		3,577,253

¹ One picul = 133½ pounds.

Duties collected, \$289,461.

EXPORTS.

Camphor.....	¹ piculs 442	\$25,520
Coal.....	tons 404,216	1,784,458
Coke.....	do 3,236	27,804
Copper, bronze, and lead.....		19,250
Ear shells.....		35,136
Porcelain and lacquer.....		62,930
Seaweed; also planks and timber.....		1,571,355
Sulphur.....	piculs 2,090	3,886
Tobacco.....	do 3,902	39,897
Rice.....	do 00,291	424,292
Wax.....	do 1,332	21,495
Wheat.....	do 4,521	11,734
Tea.....	do 3,540	47,955
Inferior.....	do 6,049	37,515
Dust.....	do 79	267
Sundries.....		540,601
Total (exclusive of treasure).....		4,634,180
Reimported.....		36,037
Total.....		4,598,143
Exports in 1895.....		3,978,896
Increase.....		621,247

¹ One picul = 133½ pounds.

Duties collected, \$34,383.

Imports and exports between Nagasaki, Japan, and the United States, for the year 1896.

IMPORTS.

Description.	Quantity.	Value.
Masks	piece.. 1	\$41. 10
Scales .....	.....	708. 44
Carriages, and part of .....	.....	232. 00
Clocks	number.. 578	1, 436. 24
Cutlery .....	.....	485. 82
Fouling pieces and fittings of .....	.....	20. 86
Mechanic implements .....	.....	753. 58
Musical instrument .....	.....	50. 00
Locomotive .....	.....	118, 445. 84
Capping machinery .....	.....	291. 04
Sewing machines .....	.....	8, 545. 54
All other .....	.....	370. 00
Steam boilers and part thereof .....	.....	3, 113. 30
Watches	number.. 53	165. 80
Butter	catties.. 25, 711	11, 697. 44
Cheese	do.. 11, 242	3, 501. 00
Coffee	do.. 378	222. 22
Condensed milk	dozen.. 693	1, 800. 24
Confectioneries and preserves .....	.....	840. 32
Flour	catties.. 4, 427, 577	191, 007. 96
Flour, other	do.. 5, 698	484. 89
Fruits, fresh .....	.....	602. 12
Ham and bacon	catties.. 5, 206	1, 684. 60
Salt .....	.....	43. 32
Salted fish	catties.. 2, 002	817. 17
Salted meat, in casks	do.. 62, 100	6, 339. 07
Provisions, all other .....	.....	16, 691. 24
Books	volumes.. 232	469. 84
Lead pencils	gross.. 11	40. 06
Paper, other .....	.....	24. 24
All other stationery .....	.....	76. 24
Boots and shoes	pair.. 144	198. 22
Hats	number.. 1	5. 55
Clothing and apparel .....	.....	455. 45
Hop	catties.. 45	14. 04
Drugs, all other .....	.....	13. 16
Medicines and chemicals .....	.....	2, 735. 83
Paint in oil	catties.. 42	12. 06
All other dyes and paints .....	.....	101. 22
Glassware .....	.....	691. 10
Barley	catties.. 645	62. 88
Beans and pease	do.. 5, 494	329. 37
Indian corn	do.. 865	18. 26
Wheat	do.. 1, 579, 863	46, 905. 43
All other grain	do.. 97	7. 08
Leather	do.. 14	9. 99
Iron nails	do.. 300	26. 86
Stoves, grates, and fittings thereof .....	.....	892. 64
Other ironware .....	.....	435. 43
Steel ware .....	.....	73. 10
Capsules for bottles .....	.....	50. 04
Gold and silver ware .....	.....	10. 00
Utensils .....	.....	22. 50
All other metals, and manufactures of .....	.....	1, 005. 20
Candles	catties.. 150	44. 75
Lard	do.. 540	96. 28
Oil:	.....	.....
Kerosene	gallons.. 3, 971, 375	571, 443. 80
All other .....	.....	6. 45
Spirits of turpentine	gallons.. 900	561. 63
Sugar:	.....	.....
White	catties.. 487	79. 73
Loaf, lump, etc	do.. 116	18. 11
Cotton:	.....	.....
Raw	do.. 553, 212	121, 217. 54
Duck	yards.. 2, 457	825. 40
Shirtings, gray	do.. 29, 931	2, 290. 51
All other cotton piece goods	do.. 15, 062	1, 140. 20
Other silk piece goods	pieces.. 2	46. 50
Linen and cotton mixtures	do.. 1	13. 00
Thread and twines .....	.....	54. 90
Cigarettes .....	.....	398. 60
Tobacco:	.....	.....
Cut	catties.. 106	100. 83
Other	do.. 845	151. 00
Beer	dozen.. 120	217. 50
Brandy	bottles.. 8	5. 00
Liqueur	dozen.. 6	45. 00

¹One catty = 1½ pounds.

Imports and exports between Nagasaki, Japan, and the United States, etc.—Cont'd.

IMPORTS—Continued.

Description.	Quantity.	Value.
Sherry	gallons.. 251	\$131.86
Whisky	dozen.. 27	290.70
Do	gallons.. 607	1,813.54
Wine	dozen.. 6	18.00
Do	gallons.. 3,881	3,220.98
All other liquors	do.. 375	302.44
Plants and trees		5.62
Tar and pitch	catties.. 4,320	82.14
Timber, wood		14,162.26
Billiards, and fittings of		39.18
Brush		1,316.42
Cordage for rigging	catties.. 5,878	1,201.01
Corks		203.42
India-rubber ware		258.46
Lamps, and parts of		364.32
Matches	gross.. 2	3.74
Floor matting		5.00
Perfumes and hair oil	dozen.. 36	131.30
Porcelain		140.88
Washing soap	catties.. 3,970	267.22
Toilet soap		134.68
All other articles subject to duty		4,556.12
Total		1,153,133.47

EXPORTS.

Description.	Quantity.	Value.
Books	volumes.. 500	\$200.00
Clothing and apparel		100.00
Matting		71,775.00
Porcelain		42.00
Tea, black	catties.. 990	257.40
All other articles free of duty		160.00
Total		72,543.40

Total value of classified commodities imported into and exported from Formosa during the year 1896.

IMPORTS.

Description.	Value.
Beverages and provisions	\$992,321.53
Bones, horns, etc	12,538.36
Clocks, watches, machinery, instruments, etc	72,555.63
Clothing and apparel	99,874.83
Drugs, medicines, and chemicals	1,585,786.57
Dyes and paints	47,763.90
Glass and glassware	26,516.72
Grain and seeds	891,289.21
Metals, and manufactures of	240,236.56
Oil and wax	478,541.69
Sugar	112,172.87
Textile fabrics, yarns, and raw material	2,002,470.93
Tobacco, and manufactures of	449,202.25
Wine and liquor	214,095.54
Sundries	1,404,644.25
Reimported	8,620,062.82
Total	10,948.57
Total	8,631,001.89

Duties collected, \$469,374.36.

Total value of classified commodities, etc.—Continued.

EXPORTS.

Description.	Value.
Drugs and dyes.....	\$2,287,915.16
Grain, beverages, and provisions.....	2,802,846.95
Skins, hair, shells, horns, etc.....	13,726.49
Tea.....	5,880,637.22
Textile fabrics and raw materials.....	223,140.75
Sundries.....	115,739.38
Reexported.....	11,304,005.95
Total.....	11,402,236.08

Duties collected, \$289,032.50.

Navigation at the ports of Nagasaki, Japan, and Formosa for the year ended December 31, 1896.

Flag.	Entered.						Cleared.					
	Steamers.		Sailing ves-		Total.		Steamers.		Sailing ves-		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NAGASAKI.												
British.....	222	503,657	15	15,247	237	518,904	115	245,639	13	10,854	128	256,493
Korean.....	5	2,220			5	2,220	7	2,329			7	2,329
Danish.....	1	397			1	397	1	397			1	397
French.....	1	2,673			1	2,673	2	4,746			2	4,746
German.....	102	85,826	1	2,815	103	88,641	111	106,839	1	2,815	112	109,654
Hawaiian.....			1	1,517	1	1,517			1	1,517	1	1,517
Japanese.....	136	169,980	31	857	167	170,837	145	177,926	23	755	168	178,681
Nicaraguan.....			2	1,346	2	1,346			2	1,346	2	1,346
Norwegian.....	67	49,643			67	49,643	63	43,776			63	43,776
Russian.....	83	141,770	3	254	86	142,024	82	140,224	4	354	86	140,578
United States.....	31	80,273	5	5,811	36	86,084	30	80,183	5	5,811	35	85,994
	648	1,036,439	58	27,847	706	1,064,286	556	802,059	49	23,452	605	825,511
FORMOSA.												
British.....	157	115,283	4	1,591	161	116,874	146	105,068	2	875	148	105,943
Chinese.....	3	103	12,967	57,819	2,970	57,422			12,778	54,118	12,778	54,116
German.....	16	13,272	6	2,134	22	15,406	18	9,727	4	1,468	17	11,195
Japanese.....	1	175			1	175	1	175			1	175
Norwegian.....	9	4,858			9	4,858	10	5,134			10	5,134
	186	133,691	2,977	61,049	3,163	194,740	170	120,104	2,784	56,458	2,954	176,563

¹ Junks.

KANAGAWA.

IMPORTS AND EXPORTS, BY COUNTRIES.

Total foreign trade of Japan during the year ending December 31, 1896.

Countries.	Exports.	Imports.	Countries.	Exports.	Imports.
United States.....	\$16,712,140.80	\$8,677,912.52	Portugal.....	\$285.00	\$3,113.94
Canada and Brit- ish America.....	844,843.92	27,308.16	China.....	7,326,637.14	11,312,696.25
Great Britain.....	4,776,570.95	31,403,443.55	Hongkong.....	10,581,826.85	4,840,902.16
France.....	10,084,516.33	4,071,643.75	British India.....	2,404,956.08	11,934,235.01
Germany.....	1,575,232.56	9,107,496.30	Korea.....	1,784,877.43	2,713,030.28
Belgium.....	59,077.64	1,646,230.02	Russia in Asia.....	943,891.90	699,013.29
Switzerland.....	327,384.71	1,343,135.22	Philippine Islands.....	99,536.44	956,604.64
Italy.....	1,414,626.22	96,949.64	Anam and French India.....	16,143.77	886,895.48
Austria.....	285,817.65	21,412.07	Siam.....	5,242.87	107,735.80
Holland.....	122,547.43	33,283.58	Australia.....	772,874.19	442,574.59
Russia (European) Sweden and Nor- way.....	68,716.46	51,916.64	Hawaii.....	271,499.72	5,261.30
Spain.....	1,300.04	62,254.12	Peru.....	1,023.51	2,815.39
Turkey.....	10,973.65	45,842.65	Other countries.....	229,172.47	481,144.37
Denmark.....	19,659.57	174.04			
	4,429.92	7,547.69	Totals.....	60,746,365.22	90,987,471.36

EXPORTS BY ARTICLES.

Exports from Japan during the year ending December 31, 1896.

Articles.	Value.	Articles.	Value.
Bamboo	\$172,243.11	Lacquer ware.....	\$502,828.75
Bamboo ware	213,774.39	Lanterns, paper	42,773.57
Beverages:		Lard and tallow	2,224.55
Beer and liquors	48,835.12	Leather	30,049.00
Sake	142,145.59	Leather ware	28,990.39
Other	6,180.91	Leather, imitation	31,523.55
Books	14,358.27	Manganese	145,450.15
Boats	3,959.10	Matches	2,642,717.95
Steam	4,054.50	Matting	1,620,081.50
Boots and shoes	12,896.18	Muscles, animal	9,686.87
Bulbs	54,213.23	Metals:	
Carpets, hemp and cotton	610,653.93	Antimony	44,417.38
Charcoal	58,069.81	Antimony ware	55,125.37
Cloisonné ware	71,978.57	Brass ware	18,828.63
Clothing	259,916.67	Brass wire	57,554.56
Coal	4,706,005.52	Bronze	7,722.05
Coke	15,430.19	Bronze ware	95,568.59
Coral	47,154.76	Copper—	
Cotton:		Ingot	1,284,251.26
Ginned	58,752.32	Slab	315,067.27
Raw	81,919.91	Manufactured	1,304,350.44
Yarn	2,135,595.22	Ware	71,591.99
Flannel	226,776.98	Wire	17,899.92
Crepe	212,388.87	Gold and silver ware	15,783.18
Piece goods	33,883.93	Ironware	55,905.10
Underwear	67,266.85	Tinware	761.88
Gloves	3,834.79	Other	224,443.33
Socks	28,100.71	Oil:	
Tablecloths	3,582.89	Fish	178,111.26
Trimmings	3,648.86	Rape-seed	21,746.45
Other manufactures	706,787.17	Other	4,197.83
Drugs:		Paper	281,076.35
Camphor	593,173.93	Paper ware	227,951.97
Camphor oil	49,546.51	Pictures	15,676.90
Cassia bark	1,123.07	Photographs	13,209.39
China root	8,582.97	Plants and trees	23,661.06
Goshuyu (copaiba)	1,918.66	Porcelain and earthenware	1,046,672.68
Gall nuts	81,177.90	Provisions:	
Gentian	21,862.52	Chestnuts	2,832.62
Ginseng	230,687.72	Flour	73,591.26
Glue	1,410.40	Funori (seaweed)	1,392.48
Hange	4,464.97	Ginger	67,325.57
Honey	1,679.93	Ginang (fruit)	5,124.94
Menthol crystals	168,887.98	Ground nuts	32,430.00
Nitric acid	4,076.02	Hoshinori (seaweed)	5,225.94
Obaku	3,260.00	Colle vegetale	315,783.67
Peony bark	9,772.73	Keikanso (cockscornb)	5,301.19
Peppermint oil	124,164.33	Mushrooms	358,824.52
Star anise	8,550.97	Potatoes	19,062.03
Sulphur	163,551.55	Other	211,345.21
Sulphuric acid	19,199.02	Rags	39,663.75
Other	74,299.06	Salt	70,147.18
Fans	389,223.56	Screens	236,733.21
Feathers	45,040.86	Seaweed	323,079.55
Furniture	42,894.19	Shells	56,295.32
Furs	155,059.00	Soap:	
Fish:		Washing	47,912.24
Cuttle	610,105.80	Toilet	12,638.42
Salmon and cod	21,262.33	Silk:	
Gomame	7,907.02	Raw	15,280,218.86
Dried and salted	16,723.75	Noshi	661,340.86
Bêche de mer	169,345.80	Waste	803,613.50
Shark's fins	58,715.75	Cocoons	26,877.35
Shell	357,405.73	Floss	10,629.41
Shrimps	111,286.71	Crepe	11,424.58
Glassware	236,289.88	Habutai	3,737,675.25
Grain:		Piece goods	181,583.64
Barley	28,693.18	Handkerchiefs	2,447,391.86
Beans, pease, etc	29,306.28	Manufactures, other	299,377.72
Rape seed	3,232.35	Cotton mixtures	11,813.69
Rice	4,217,366.31	Soy	46,708.85
Rye	3,358.22	Straw plaits	1,184,207.50
Wheat	6,245.86	Straw ware	19,543.42
Hair and wool	6,891.60	Tea	3,377,334.17
Hats and caps	55,846.77	Timber, wood and planks	237,063.63
Hemp cloth	5,749.95	Tobacco:	
Hides and skins	3,477.46	Leaf	80,341.57
Horns, deer	1,918.53	Cut and prepared	11,054.68
Ivory ware	47,605.29	Cigarettes	43,396.64
Jinrikishas	54,412.96	Tooth powder	6,215.46

EXPORTS BY ARTICLES—Continued.

Exports from Japan during the year ending December 31, 1896—Continued.

Articles.	Value.	Articles.	Value.
Tortoise shell ware	\$7,914.71	Miscellaneous	\$1,800,386.82
Umbrellas	421,153.67	Total	61,785,056.63
Vermicelli	12,348.87	Reexports	671,808.33
Wax:			62,456,862.96
Bees'	3,068.31	Less for ships' use	1,710,297.74
Fish	1,286.19	Net total	60,746,565.22
Vegetable	197,001.61		
Wood ware	210,331.85		

IMPORTS BY ARTICLES.

Imports into Japan during the year ending December 31, 1896.

Articles.	Value.	Articles.	Value.
Animals	\$19,919.60	Drugs, chemicals, etc.:	
Arms and munitions of war	242,736.49	Acid—	
Atlases, maps, and charts	2,086.74	Carbolic	\$68,638.46
Balances and scales	11,272.58	Salicylic	99,290.21
Barometers	7,406.80	Tartaric	14,225.80
Beverages	1,444.08	Alcohol	255,176.25
Billiard tables and fittings	8,162.45	Alum	19,121.68
Boilers, engines, etc.	436,028.13	Bismuth, subnitrate of	54,112.04
Bones, animal	30,006.86	Camphor	23,787.46
Books	86,248.13	Cassia bark	5,914.40
Boots and shoes	11,410.23	Cassia oil	9,245.49
Braces and suspenders	16,562.57	Cinchona	10,869.15
Bricks and tiles	2,651.63	Cloves	8,815.17
Brushes	5,867.20	Cutch	2,828.09
Buttons	40,648.86	Dynamite	81,765.46
Candles	56,268.83	Gambier	13,456.63
Canvas	121,362.06	Ginseng	32,972.86
Carpets	79,045.91	Glue	15,719.02
Carriages, and parts of	56,437.62	Glycerin	36,104.41
Carts and drays	6,383.91	Gum arabic	8,807.16
Cement	24,925.77	Gunpowder	16,691.50
Chalk and whiting	1,474.16	Gypsum	5,237.12
Chikufu	2,713.83	Hops	19,553.64
Clocks	125,226.36	Licorice	30,225.99
Parts of	121,200.80	Morphine	6,265.50
Clothing and apparel	61,191.60	Musk	36,447.26
Coal	275,271.64	Nard	3,443.14
Coke	22,544.80	Phosphorus, amorphous	22,665.82
Collars	7,900.19	Potash—	
Comforters	1,314.58	Bromide of	36,411.04
Compasses, marine and field	3,117.86	Chloride of	227,362.45
Coral beads, etc.	33,206.45	Iodide of	38,331.33
Cordage	61,507.89	Putchuck	1,816.06
Corks	54,889.81	Quinine	68,665.76
Cotton:		Rhubarb root	8,134.31
Raw	17,016,326.21	Saffron	11,595.02
On seeds	247,550.45	Salt peter	68,547.69
Yarn	6,027,160.69	Santonin	16,322.23
Waste and old	53,136.85	Soapstone	3,494.30
Threads	91,521.56	Soda	
Printeu	632,375.96	Bicarbonate	63,129.69
Damasks	2,697.55	Caustic	44,639.56
Drills	165,117.08	Wagon	1,567.61
Ducks	51,621.15	Wood—	
Satins	1,383,790.09	Aloes	4,321.86
Velvets	530,716.91	Sandal	1,631.64
Shirtings		Worm seeds	5,003.22
Gray	2,150,614.90	Sundry, and medicines	805,468.56
White	347,387.80	Dyes, paints, and colors:	
Figured	13,508.98	Alizarin	64,521.39
Twill	91,568.85	Aniline	604,162.41
Dyed	114,313.14	Blue	9,771.00
T cloths	74,670.63	Galluuts	8,206.63
Turkey reds	209,396.90	Gamboge	1,320.55
Victoria lawns	126,134.01	Indigo	565,717.87
Other	259,603.58	Lacquer	65,906.76
Crucibles	1,882.26	Lead, white and red	8,989.16
Curtains	3,722.53	Liquid gold	68,746.66
Cutlery	47,187.50	Logwood, extract of	185,206.69

IMPORTS BY ARTICLES—Continued.

Imports into Japan during the year ending December 31, 1896—Continued.

Articles.	Value.	Articles.	Value.
Dyes, paints, and colors—Cont'd:		Machinery—Continued:	
Mangrove bark	\$3, 185. 07	Dynamos, and parts of	\$361, 323. 27
Paints in oil	144, 237. 45	Mining, and parts of	53, 364. 65
Safflower	6, 025. 20	Paper making, and parts of	92, 552. 55
Smalt and cobalt	38, 138. 83	Printing, and parts of	14, 852. 88
Turmeric	1, 151. 10	Sawing, and parts of	13, 601. 10
Turpentine	8, 694. 31	Sewing, and parts of	45, 085. 59
Ultramarine	14, 367. 34	Spinning, and parts of	1, 586, 951. 18
Varnish	30, 622. 92	Telegraph, and parts of	16, 326. 25
Vermilion	47, 515. 06	Weaving, and parts of	126, 915. 33
Sundry	113, 975. 15	Other	973, 622. 97
Elastic webbing	40, 575. 08	Metals—	
Feathers	1, 744. 40	Iron—	
Felt	3, 249. 02	Pig	391, 964. 52
Fire engines, and parts of	18, 202. 93	Old	48, 740. 45
Fireworks	2, 908. 55	Bar and rod	1, 250, 645. 00
Fish manure	33, 223. 18	Hoop	24, 736. 18
Fishing guts	32, 154. 85	Roofing	115, 798. 27
Flax, hemp, and jute	375, 325. 63	Plate and sheet	708, 549. 30
Flax, hemp, and jute yarn	210, 944. 92	Diagonal	6, 541. 06
Fowling pieces and fittings	28, 039. 48	Galvanized sheet	164, 400. 76
Funori	25, 611. 25	Other manufactured	99, 480. 66
Furniture	27, 184. 90	Rails	1, 375, 593. 15
Furs	20, 203. 73	Railway material	678, 654. 12
Glass:		Nails	764, 535. 50
Window	302, 334. 47	Pipes and tubes	472, 409. 69
Plate	26, 801. 58	Screws, bolts, and nuts	83, 364. 74
Ware	67, 285. 00	Wire	98, 332. 06
Sundry	14, 175. 75	Wire, telegraph	268, 439. 90
Gloves	28, 451. 96	Wire rope	9, 563. 41
Grain:		Tin plates	133, 212. 17
Barley	3, 910. 37	Anchor and chains	74, 780. 85
Beans, pease, and pulse	1, 841, 758. 32	Safes	6, 352. 26
Rice	3, 001, 038. 47	Stoves and grates	4, 901. 99
Sesame	32, 354. 98	Ware	169, 537. 85
Seeds	183, 714. 28	Steel	426, 347. 08
Wheat	53, 125. 34	Wire	35, 127. 39
Other	4, 339. 72	Rope	80, 242. 42
Grindstones and whetstones	1, 460. 55	Ware	148, 130. 98
Gunny bags	57, 623. 07	Umbrella frames	88, 385. 13
Hair:		Brass	10, 069. 90
Animal	54, 158. 41	Tubes	48, 919. 01
Human	2, 127. 02	Ware	21, 367. 07
Handkerchiefs, cotton and other	222, 347. 40	Capsules	23, 292. 53
Hats, caps, etc.	120, 818. 28	Copper—	
Hides	286, 027. 98	Sheets	21, 658. 62
Hoofs	31, 336. 12	Tubes	44, 248. 55
Horns	19, 447. 51	Ware	2, 007. 84
Implements:		Wire	1, 048. 17
Agricultural	1, 538. 75	Foils	10, 613. 67
Carpenter's	73, 388. 09	German silver	21, 109. 65
Instruments:		Gold and silver ware	4, 073. 93
Chemical	9, 597. 36	Electro ware	4, 612. 68
Drawing	5, 354. 22	Lead	136, 413. 03
Musical	32, 890. 91	Sheet	74, 919. 35
Philosophical	4, 151. 71	Tea	62, 065. 10
Photographic	70, 438. 21	Tubes	76, 587. 15
Surgical	30, 038. 39	Mercury and quicksilver	73, 830. 28
Surveying	54, 216. 30	Nickel	16, 364. 56
Other scientific	83, 947. 45	Nickel ware	7, 354. 70
India rubber:		Platina	2, 475. 30
Raw and sheet	45, 741. 04	Solder	1, 073. 67
Ware	155, 504. 99	Tin	77, 586. 00
Ivory ware	2, 182. 37	Cooking utensils	10, 051. 94
Jewelry	56, 328. 84	Yellow metal—	
Lamps, and parts of	30, 825. 87	Sheeting	37, 886. 89
Lard and tallow	28, 451. 33	Plates	1, 831. 22
Lead pencils	45, 881. 18	Rods	4, 986. 06
Leather:		Zinc	76, 447. 35
Sole	305, 589. 53	Sheets	240, 465. 82
Other	605, 189. 08	Old	31, 021. 76
Ware	23, 914. 55	Other	916, 468. 23
Linen	62, 389. 80	Matches	1, 969. 83
Linen and cotton mixture	5, 508. 65	Mats for packing	84, 471. 50
Locomotives, and parts of	859, 006. 77	Microscopes	64, 315. 52
Machinery:		Mineral waters	6, 530. 22
Copying, and parts of	5, 720. 54	Mosquito nets	12, 187. 75

IMPORTS BY ARTICLES—Continued.

Imports into Japan during the year ending December 31, 1896—Continued.

Articles.	Value.	Articles.	Value.
Neckties	\$9,044.42	Stationery	\$56,889.02
Oakum	2,838.39	Sugar:	
Oil:		Brown	1,844,771.48
Castor, for lubricating	39,129.09	White	5,422,506.53
Cocoanut	28,404.30	Rock candy	12,830.72
Groundnut	4,739.90	Loaf, lump, etc.	17,070.35
Kerosene	3,355,449.09	Molasses	85,415.17
Olive	19,812.37	Tar and pitch	4,217.74
Other	118,952.30	Teeth, animals'	53,689.30
Cakes	1,708,918.00	Textile fabrics, sundry ..	3,104.84
Cloths	21,861.77	Thermometers	420,452.64
Opera and field glasses	16,022.01	Threads and twines	3,642.94
Perfumery	41,813.99	Timber:	
Paper:		Wood and planks	27,159.22
Printing	393,422.04	Rosetta wood	42,853.09
Other	408,000.62	Tortoise shells	5,165.23
Chinese	20,936.38	Tobacco:	
Pictures	6,313.98	Cut and other	57,082.74
Plants and trees	1,908.42	Cigars	81,195.35
Plumbago	4,279.93	Cigarettes	81,430.67
Porcelain and earthenware	13,482.87	Trimnings	304,344.43
Printing ink	23,361.86	Umbrellas, and parts of ..	65,769.37
Provisions:		Underwear, cotton, wool, and mixed ..	3,065.40
Butter	51,543.98	Vessels:	
Cheese	9,580.84	Steam	66,083.61
Coffee	23,062.91	Sailing	913,983.35
Condensed milk	93,783.96	Fittings	5,167.50
Confectionery	8,819.60	Waterproofs	1,005,664.86
Eggs	159,205.97	Watches	52,571.31
Flour	529,493.55	Wax paraffin	4,871.27
Fruit	4,901.12	Wines, liquors, etc.	102,042.35
Hams and bacon	13,230.22	Wool	418,759.59
Kantengusa	13,074.42	Yarn	525,801.70
Salt	29,457.30	Alpacas	590,822.23
Salted fish	122,448.63	Blankets	4,701.60
Salted meat	33,197.55	Buntings	1,024,215.80
Tea	11,214.30	Canelets	3,198.51
Other	169,931.73	Flannels	2,023.36
Pumps, and parts of	105,505.56	Italian cloths	1,058,539.67
Putty	9,804.08	Lastings	1,490,941.33
Railway carriages, and parts of ..	192,475.73	Long ells	4,407.81
Rattans	33,344.11	Mousseline de laine	16,525.93
Rope, hemp	1,951.49	Orleans	3,444,025.97
Shawls	16,073.34	Serges	5,330.79
Silk:		Spanish stripes	120,039.59
Raw, cocoons, floss, etc.	189,043.15	Traveling rugs	1,985.08
Crepe	42,038.63	Cloths	42,243.57
Pongees	96,928.40	Cloths, part wool	1,805,790.80
Satins	119,239.05	Damask	374,658.09
Other piece goods	75,001.94	Cotton mixture	5,294.97
Other manufactured	8,274.55	Other	173,863.70
Cotton mixtures	174,238.65	Other	14,914.91
Skins	40,952.18	Miscellaneous	1,260,538.79
Slippers	2,358.79	Total	90,873,564.80
Soap:		Reimports	113,908.75
Washing	15,441.21	Grand total	90,987,473.55
Toilet	12,443.70		
Socks and stockings	21,508.67		
Sponges	2,495.48		
Shoe blacking	15,043.67		

JAPANESE-UNITED STATES TRADE.

Exports to the United States from Japan during the year ending December 31, 1896.

Articles.	Value.	Articles.	Value.
Antimony	\$1,805.45	Oil:	
Antimony ware	19,052.24	Fish	\$7.79
Bamboo	30,421.02	Rape seed	3,499.23
Bamboo ware	72,787.88	Paper	76,978.83
Books	2,242.35	Paper lanterns	19,624.10
Bronze ware	17,411.85	Paper ware	105,419.73
Camphor	67,710.59	Photographs	10,823.99
Camphor oil	7,188.83	Pictures	1,600.96
Carpets	278,444.38	Plants and trees	9,029.35
Cloisonné ware	14,539.88	Porcelain and earthenware	425,367.63
Clothing	24,452.41	Provisions, sundry	20,106.13
Coal	61,824.76	Rags	39,639.90
Copper ware	11,514.73	Rice	360,197.91
Cotton:		Sake	1,758.20
Crepe	17,966.96	Screens	43,741.54
Piece goods	2,891.11	Soy	4,793.39
Yarns	1,855.00	Silk:	
Drugs and medicines	7,123.09	Raw	7,462,920.12
Fans	131,366.62	Noshi	21,079.16
Feathers	1,894.22	Waste	18,474.86
Fish:		Cocoons, pierced	14,575.00
Shell	5,414.62	Crepe	1,700.46
Other	3,497.62	Habutai	1,187,440.40
Furniture	2,917.16	Piece goods	71,185.58
Furs	2,245.98	Handkerchiefs	904,490.60
Ginger	9,784.47	Sundry	109,953.52
Ginseng	368.19	Cotton mixtures	1,232.57
Gold and silver ware	3,842.96	Straw braid	149,625.71
Hats and caps	6,629.80	Straw ware	2,278.61
Ironware	1,422.66	Sulphur	141,895.30
Ivory ware	7,377.92	Tablecloths	1,048.55
Kanten	1,277.19	Tea	2,765,381.39
Lacquer ware	36,659.11	Umbrellas	2,064.99
Lily bulbs	10,201.06	Wax, vegetable	12,383.73
Manganese	39,899.84	Woodware	11,699.05
Matches	8,028.63	Miscellaneous	267,914.20
Matting	1,422,125.15		
Menthol:		Total	16,679,486.91
Crystals	26,894.92	Reexports	32,653.89
Oil	50.25		
Metal ware	31,860.18	Grand total	16,712,140.80
Mushrooms	6,573.75		

Imports from the United States into Japan during the year ending December 31, 1896.

Articles.	Value.	Articles.	Value.
Arms and munitions of war	\$34,243.90	Grain, wheat, etc	\$31,406.25
Balances and scales	8,791.77	Grindstones	787.78
Beer and ale	8,461.99	Hats and caps	849.93
Boilers and engines	29,081.02	Hides	5,855.83
Bones	15,047.59	Hoofs	25,186.78
Books	23,047.03	Hops	2,517.68
Boots and shoes	5,869.30	Implement and tools	16,082.96
Brass tubes	3,186.51	India-rubber ware	12,806.58
Brassware	3,547.42	Instruments, scientific, etc	49,501.34
Buttons	3,189.47	Iron:	
Carriages, and parts of	47,613.91	Nails	123,152.91
Clocks	16,024.65	Pipes	39,189.02
Clocks, parts of	36,026.46	Sails	4,239.03
Cordage	3,146.24	Screws	1,526.39
Cotton:		Stoves	2,634.77
Raw	2,253,771.06	Ware	20,452.62
Duck	48,948.09	Jewelry	1,679.83
Shirtings	1,213.96	Lamps, and parts of	6,832.99
Other	2,586.04	Lard and tallow	2,385.97
Cutlery	1,964.18	Lead pencils	14,907.57
Drugs, medicines, and chemicals	29,986.03	Leather:	
Dyes and varnish	20,257.01	Sole	235,997.35
Dynamite	3,715.31	Other	196,036.21
Fowling pieces	4,753.56	Ware	2,259.54
Furniture	2,047.61	Liquors	1,085.92
Ginseng	2,834.05	Locomotives	220,538.37
Glassware	1,506.30		

Imports from the United States into Japan—Continued.

Articles.	Value.	Articles.	Value.
Machinery:		Pumps	\$13,235.46
Copying	\$3,083.13	Rails	196,702.82
Dynamoes	148,143.46	Railway cars, and parts of	650.46
Mining	12,533.32	Railway material	31,769.91
Printing	2,618.41	Salicylic acid	1,289.67
Sawing	6,342.10	Shoe blacking	12,222.32
Paper making	65,465.62	Spirits of turpentine	6,232.62
Sewing	13,567.11	Soap	4,815.42
Spinning	1,206.68	Stationery	7,102.84
Weaving	8,182.21	Steel ware	5,366.50
Other	108,493.46	Sugar, refined	14,887.15
Mercury	16,067.08	Textile fabrics	5,664.64
Metal ware, sundry	57,869.54	Timber, wood, and planks	78,734.19
Oil:		Tobacco:	
Kerosene	2,799,941.98	Cut, and other	75,317.19
Other	102,100.88	Cigars	2,553.28
Paper	4,233.88	Cigarettes	200,211.24
Perfumery	3,435.22	Watches	100,113.86
Printing ink	18,223.12	Watch fittings	24,247.16
Provisions:		Wax, paraffine	69,167.65
Butter	20,175.10	Wine	18,894.97
Cheese	6,164.42	Whisky	5,312.12
Condensed milk	58,487.61	Miscellaneous	100,765.63
Flour	521,531.91		
Ham and bacon	6,246.06	Total	8,672,245.75
Salted fish	2,957.89	Reimports	5,666.77
Salted meat	6,890.46		
Other	77,734.66	Grand total	8,677,912.52

BULLION AND SPECIE.

Exports and imports, from and into Japan, of specie and bullion during the year 1896.

Description.	Exports.	Imports.
Gold coin and bullion	\$1,058,185.24	\$5,415,262.85
Silver coin and bullion	5,089,223.17	20,745,370.41
Total	6,147,408.41	26,160,633.26

Customs duties collected by Japan during the year 1896.

On exports	\$941,935.75
On imports	2,605,103.11
Miscellaneous	112,180.47
Total	3,659,219.33

SHIPPING RETURNS.

Nationality, number, and tonnage of merchant vessels entering the ports of Japan from foreign countries during the year 1896.

Nationality.	Steamers.		Sailing vessels.		Total.	
	Num- ber.	Tons.	Num- ber.	Tons.	Num- ber.	Tons.
American	32	82,596	04	56,596	96	139,184
Japanese:						
Foreign model	415	472,860	34	3,658	449	476,518
Junks			800	18,976	800	18,976
Austrian	17	40,662			17	40,662
British	1,018	2,035,687	78	57,737	1,096	2,093,424
Chinese	2	2,368			2	2,368
Danish	2	794			2	794
Dutch	5	6,327			5	6,327
French	26	54,966			26	54,966
German	323	364,888	6	11,942	329	366,830
Hawaiian			1	1,517	1	1,517
Korean	8	2,664	4	183	12	3,077
Nicaraguan			2	1,346	2	1,346
Norwegian	319	286,477	1	2,654	320	288,131
Russian	92	145,709	8	1,596	100	147,307
Spanish	13	8,680			13	8,680
Total	2,272	3,493,960	998	156,197	3,270	3,650,147

Nationality, number, and tonnage of merchant vessels engaged in the coastwise trade of Japan during the year 1896.¹

Nationality.	Steamers entered.		Sailing vessels entered.		Total.	
	Num- ber.	Tons.	Num- ber.	Tons.	Num- ber.	Tons.
Japanese	564	662,666	1	25	565	662,691
American	48	127,925	4	7,710	52	135,635
Austrian	5	13,262			5	13,262
British	805	1,780,503	3	8,017	809	1,788,520
Dutch	3	4,608			3	4,608
French	56	119,408			56	119,408
German	88	161,540	2	5,523	90	167,063
Hawaiian			1	192	1	192
Korean	5	1,233			5	1,233
Norwegian	18	16,480			18	16,480
Spanish	6	3,911			6	3,911
Total	1,598	2,891,536	12	21,467	1,610	2,913,003

¹ These figures relate to the open ports only. Statistics of other ports and of Japanese vessels exclusively engaged in the coasting trade are not given in the customs returns. The Japanese vessels here referred to are those employed in foreign trade also.

N. W. McIVOR,
Consul-General.

KANAGAWA, June 26, 1897.

FORMOSA.

Consul-General McIvor sends from Kanagawa, under date of May 17, 1897, a clipping from the *Eastern World* of May 15, giving a synopsis of the trade of Formosa for the year 1896. The article, the consul-general says, may be a valuable supplement to the regular report in regard to Formosa. It would seem, he adds, that the trade in United States flour and kerosene has largely increased, and that there is an opening for trade in lumber and cotton goods if we can compete with the Oriental mills.

The article inclosed, after giving figures to show that the total trade of Formosa had reached a respectable figure, gives details as to the imports. The largest amount, of course, came from China, with Hong-kong second on the list. Among European countries, Great Britain has the largest trade, and the United States is a very good second, a long way ahead of Germany. Flour was imported from the United States to the value of 215,000 yen (\$108,000), and kerosene to the value of 316,000 yen (\$159,000). Other imports were: Shirts, gray and white, from Great Britain, 479,000 yen (\$240,000); cotton goods, China, 513,000 yen (\$257,000); raw cotton, China, 47,000 yen (\$24,000); camlets, Great Britain, 65,000 yen (\$33,000); lastings, Great Britain, 30,000 yen (\$15,000); woolen cloths, Great Britain, 39,000 yen (\$20,000); silk goods, China, 141,000 yen (\$71,000); Portland cement, Great Britain, 56,000 yen (\$28,000). More than half the entire imports from Germany consisted of beer and ale. Nearly all the timber, amounting to 137,000 yen (\$69,000), came from China, and the article adds that in this line the Pacific Coast lumber trade might find a steadily extending field.

[From the Eastern World of May 15, 1897.]

THE FOREIGN TRADE OF FORMOSA IN 1896.

The promptitude with which the annual returns of the foreign trade of Formosa during 1896 have been published reflects great credit upon the Japanese authorities, and shows that, in spite of the criticism to which Japanese officials seem to have exposed themselves, the customs officials knew how to do their work, and did it in a credible manner, so that we shall be able to present a fair view of that trade to our readers by means of the subjoined figures and facts.

The returns show:

	Silver yen.	U. S. currency.
Exports:		
Native produce and manufacture	11, 804, 006	\$5, 991, 123
Foreign produce and manufacture	98, 220	52, 037
	<u>11, 402, 226</u>	<u>6, 043, 180</u>
Imports:		
Foreign produce and manufacture	8, 620, 053	4, 568, 628
Native produce and manufacture	10, 948	5, 802
	<u>8, 631, 001</u>	<u>4, 574, 430</u>
Excess of exports over imports	<u>2, 771, 224</u>	<u>1, 468, 749</u>
Total exports and imports	<u>20, 033, 227</u>	<u>10, 617, 610</u>

Specie and bullion.

	Gold coin and bullion.	Silver coin and bullion.	Total.
Exports.....	<i>Silver yen.</i> 5, 617	<i>Silver yen.</i> 205, 659	<i>Silver yen.</i> 211, 276
Imports.....	7, 508	5, 383, 900	5, 401, 408
Imports excess over exports			5, 190, 130

The total of Formosan trade, therefore, has already reached a quite respectable figure, and if we leave aside the import of specie and bullion which must, in part at least, have again been met by the revenue, we see that the balance of trade was in favor of Formosa by 2,771,224 yen.

The bulk of the trade went to the following four ports:

Port.	Exports.	Imports.	Total.
	<i>Silver yen.</i>	<i>Silver yen.</i>	<i>Silver yen.</i>
Tamsui	7,821,419	4,879,452	12,700,872
Anping	2,315,619	2,357,682	4,673,301
Takow	251,643	431,425	683,068
Lukong	880,594	583,541	1,444,046

Kelung and Kinkong sharing the balance.

Duties collected.

	<i>Silver yen.</i>
Exports	289,032
Imports	469,374
Miscellaneous	27,899
Total	786,215

The next table shows us the total value of commodities exported to and imported from various foreign countries, but we shall enumerate only those whose trade amounts to over 100,000 yen, as follows:

Country.	Exports.	Imports.	Total.	United States currency.
	<i>Silver yen.</i>	<i>Silver yen.</i>	<i>Silver yen.</i>	
Asia:				
China	8,675,575	4,064,380	12,739,955	\$6,768,071
Hongkong	2,454,168	280,614	2,744,782	1,454,734
British India		604,957	604,957	320,627
Anam and French India		442,535	442,535	234,344
Europe:				
Great Britain		1,146,328	1,146,328	607,554
Germany		223,224	223,224	118,309
United States	235,121	594,389	859,511	455,541

China, of course, heads the list of Asiatic countries, followed by Hongkong; and among the European countries Great Britain has the largest trade with Formosa, and next comes the United States as a very good second, and, somewhat to our surprise, a long way ahead of Germany.

Of native exports, we shall only enumerate the following, which are in excess of 100,000 yen:

Articles.	Silver yen. ¹	Articles.	Silver yen.
Camphor	2,247,930	Sugar:	
Lung-ngans:		Brown	1,063,538
Dried	122,273	White	435,921
Without the stone	134,714	Tea, black	5,854,019
Rice	894,799	Flax, hemp, and inte	214,625

¹ 1 yen = 53 cents.

Most of the other articles of export only run in small figures, except sesame, the exports of which amounted to 35,116 yen. The total exports of native produce and manufactures we find, however, amounted only to 11,304,005 yen, while the export, or, more correctly, perhaps, the reexport, of foreign commodities amounted to 11,402,226 yen, which fact seems to point to the importance of Formosa as a distributing center.

We now come to the imports, of which we shall pick out some of the more important articles:

Articles.	Yen.	Articles.	Yen.
Condensed milk	33,236	Sugar, white	89,196
Fish:		Cotton, raw	44,428
Cuttle	88,967	Cotton goods, Chinese	513,453
Other dried or salted	218,898	Shirtings:	
Fungus	36,382	Gray	220,914
Shrimps	90,010	White	258,169
Tea	51,130	Lastings	30,409
Vermicelli	60,441	Silk piece goods	142,102
All other provisions	135,998	Grass cloths	86,977
Clocks	21,892	Linen	33,319
Steamers	33,000	Threads and twine	56,534
Ginseng	110,315	Tobacco, cut	410,638
Joss sticks	46,704	Beer and ale	127,329
Opium	1,164,856	Hogs	172,677
Quinine, rhubarb and other	176,949	Portland cement	63,122
Beans, pease, and pulse	84,971	Timber, wood, and planks	144,939
Rice	765,834	Matches	85,564
Ironware	40,370	Paper	190,616
Brassware, copper, lead, and other metals	152,074	Porcelain and earthen ware	37,819
Kerosene	370,671	Tea-box boards	73,761

Of the steamer tonnage that entered the various ports, 115,283 tons were under the British flag and 13,372 tons under the German flag, while only one Japanese steamer, of 175 tons, entered. The principal imports from various countries were: Flour, from the United States, amounting to 215,323 yen (\$114,121); opium, from British India, 554,046 yen (\$293,644), and from China and other countries, 610,810 yen (\$323,729); lead, from Australia, 58,234 yen (\$30,864); rice, from China, 278,376 yen (\$147,539), from Anam and other French India, 402,800 yen (\$213,484); kerosene, from the United States, 316,454 yen (\$167,711), from Russian Asia 40,697 yen (\$21,569); white sugar, from Hongkong, 79,624 yen (\$42,201); cotton, raw, from China, 47,399 yen (\$25,121); shirtings, gray, from Great Britain, 220,899 yen (\$117,076); shirtings, white, 258,169 yen (\$136,830); Chinese cotton goods, from China, 513,453 yen (\$272,130); camlets, from Great Britain, 65,722 yen (\$34,833); lastings, from Great Britain, 30,409 yen (\$16,177); woolen cloths, from Great Britain, 39,978 yen (\$21,188); silk piece goods, from China, 141,976 yen (\$74,247); grass cloths, from China, 86,977 yen (\$46,098); linen, from China, 33,319 yen (\$17,659); threads and twine, from China, 44,637 yen (\$23,658); tobacco, cut, from China, 361,788 yen (\$191,748, from Great Britain, 39,245 yen (\$20,800. In beer and ale Germany leads with 127,288 yen (\$67,463. That represents more than half its entire imports, while the imports from the United States, excepting 62,735 yen (\$33,250), consist of kerosene and flour. Portland cement to the amount of 56,103 yen (\$29,737) came from Great Britain, while none came from Germany, so that German cement works might enter the field with advantage, especially as the import of that article promises a large increase. Nearly all the timber, amounting to 187,357 yen (\$72,790), came from China, and in that article the Pacific coast lumber trade might find a steadily extending field.

Formosa is still disturbed by insurgents, and is likely to be so for some time to come; but, with an increasing Japanese immigration, trade is bound to increase, so that we believe that next year's customs returns will show an increase of at least 30 per cent. There is business, therefore, for some one.

EXPORTS DECLARED FOR THE UNITED STATES.

Value of exports declared for the United States at the several consular offices in Japan during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
NAGASAKI.					
Books	\$224.42				\$224.42
Coffee		\$183.80			183.80
Embroidered screen				\$127.00	127.00
Matting	48,830.00	30,620.00	\$50,418.00		128,868.00
Nutmegs		152.00			152.00
Rice			38,875.38		38,875.38
Silk			302.60		302.60
Skins			4,055.10		4,055.10
Tea		262.13	2,733.43		2,995.56
Total	49,054.42	40,217.93	96,384.51	127.00	185,783.86
OSAKA AND HIOGO.					
Antimony	2,175.48	6,054.30	7,548.55	431.07	16,209.49
Bamboo and bamboo ware	19,953.10	15,347.49	6,791.75	17,890.04	59,922.38
Brushes, tooth, hair, and nail	14,945.78	26,155.95	22,340.31	27,128.41	90,570.45
Camphor	16,252.65	111,069.27	141,578.96	61,129.97	330,030.85
Camphor oil			2,236.37	339.41	2,575.78
Carpets and rugs	84,999.29	54,784.70	63,963.51	91,169.37	294,916.87
Chillies			4,372.66	1,514.10	5,886.75
Copper			13,804.97		13,804.97
Cotton goods	5,454.45	3,452.54	3,449.84	5,470.62	17,827.45
Cotton rags	12,294.60	18,660.88			30,955.48
Curios (lacquer ware, tops, bead screens and blinds, metal, ivory, and cloisonne wares, etc.)	46,703.02	31,305.09	79,373.85	35,707.17	193,089.13
Gas mounts (bronze)	500.82				500.82
Manganese ore	6,980.96	3,613.40	1,403.04	6,882.31	18,879.71
Matting	424,709.32	519,407.88	572,034.48	615,889.58	2,132,041.26
Matches, safety	1,991.69	651.52	1,906.62	496.47	5,046.30
Mineral water				908.40	908.40
Oranges		11,778.96	726.50		12,505.46
Paper and paper ware	29,400.61	96,968.20	48,080.19	18,109.32	192,558.32
Peppermint	2,671.31	2,536.49	2,016.82		7,224.62
Plants		1,174.41	2,650.62		4,125.03
Porcelain and earthen ware	67,804.53	46,116.20	40,889.86	48,724.13	203,534.72
Rice, brown and polished	34,309.62	221,294.09	295,558.44	69,831.73	620,993.88
Silk goods	5,085.52	2,599.56	2,364.13	3,152.88	13,202.09
Straw braid	11,090.75	29,567.10	38,864.73	10,684.59	90,807.17
Sundry merchandise	2,441.84	2,104.02	3,020.32	3,215.13	10,781.31
Surgical instruments	234.24				234.24
Tea	697,352.62	385,102.20	58,985.29	749,506.69	1,890,926.80
Toothpicks	5,987.15	3,067.15	646.74	1,444.14	11,765.18
Vegetable wax	7,975.77	16,353.47	9,815.85	6,504.59	40,649.68
Violin strings (gut)	782.56				782.56
Wool (from Australia)			7,089.73		7,089.73
Wool (from China)			1,524.44		1,524.44
Total	1,502,697.68	1,609,764.96	1,438,278.56	1,776,085.12	6,326,826.32
RECAPITULATION.					
Kanagawa	15,746,234.00	7,420,779.51	4,127,528.93	5,690,393.08	22,984,935.47
Nagasaki	49,054.42	40,217.93	96,384.51	127.00	185,783.86
Osaka and Hio-go	1,502,697.68	1,609,764.96	1,438,278.56	1,776,085.12	6,326,826.32
Total	7,297,986.10	9,070,762.40	5,662,192.00	7,496,605.15	29,497,545.66

¹ Estimated, in the absence of returns.

KOREA.

In reply to the circular of the Department of State dated August 10 and received by me on September 24, requesting a report on the commerce and industries of this country, I send a short account of present conditions.

The customs reports for the first two quarters of this year are not available for reference, having been sent to Shanghai for publication,

but by the courtesy of the chief commissioner of customs, I am able to send the accompanying tables, as follows: Net value of the direct trade of Korea with other countries for 1895 and 1896; net total revenue from Korean customs, 1895 and 1896; principal articles of import, 1896; principal articles of export, 1896.

The direct trade in goods of United States manufacture does not appear in these tables clearly, as most such goods enter Korea from Japan.

Our chief import into Korea is kerosene. We are now importing materials from America for a 25-mile railroad, as well as a quantity of mining machinery, all of which enter free of duty, according to the concessions granted for these particular enterprises. Our import of provisions and household goods is considerable, but at present I am unable to ascertain the exact amounts.

This year is showing a great increase in the foreign trade of Korea. I can show this only in giving the amounts of revenue collected for the first two quarters of 1897, as follows: First quarter, \$225,329.51; second quarter, \$313,822.81; total, \$539,152.32, equal in gold to \$269,576.16, against a total for the whole of 1896 of \$691,784.36, equal in gold to \$345,892.18.

The cause of this general increase in trade is not well known at present, and I may add that the third quarter has shown a like increase, while the fourth quarter is expected to be the heaviest of all. There has been no increase in the tariff, and the increase in trade may probably be accounted for in a measure by the renewed activity of commerce since the war, by the good rice crops in Korea, and the demand for Korean rice in Japan.

OPENING FOR UNITED STATES PRODUCTS.

At present, there are few lines of United States goods that can be expected to increase much in the imports into Korea. The Standard Oil Company supplies Korea with most of its illuminating fluid, and extensive warehouses at the port of Chemulpo are just being completed. A local United States firm has been appointed agent of the company. The present small import of Russian oil will probably decrease, if not disappear altogether, as it does not answer well in this cold climate.

Timber from the Pacific coast will probably figure somewhat in the future trade of Korea, as wood is very scarce, very poor, and very expensive here. A ship load of this timber is on its way here for the use of the railroad, and I am told that another consignment is about to be ordered for the Government buildings.

Some United States agricultural implements have been ordered as an experiment.

The Korean troops, to the number of 5,000 or 6,000, are now being furnished with foreign shoes of leather, low cut, heavy, and of about the size worn by a 12-year-old American boy—the Koreans all have small feet. These shoes are now obtained from Japan at a cost of \$1.40 silver (70 cents gold). Leather shoes are thus becoming popular, and a trade in these may be developed. The native shoe is of cloth or strings, in sandal shape, with perhaps a sole of untanned hide. They are very cheap.

Japan and Russia both maintain coaling depots in Korea, and the latter keeps on hand a supply of Cardiff coal, which our naval ves-

sels are allowed to purchase at the rate of \$25 silver per ton (\$12.50 gold). Japanese coal is very poor and very dirty, giving off a cloud of dense smoke. Owing to the increased price of labor and of living in Japan, this coal now sells for \$15 per ton (\$7.50 gold). It has been suggested that our Government would do well to keep a stock of the "Pocahontas" coal of Virginia in Korea for its naval vessels, and enough might be sold to pay for the shipping of the whole. This coal is said to resemble the smokeless Cardiff steaming coal.

Korea has both hard and soft coal, but at present, the deposits are not being properly worked. We get a poor grade of surface anthracite, but it is mostly dust and very expensive.

I know of no new developments in the line of industries here. The chief financial undertakings now on foot in Korea are due to American enterprise. I refer to the gold mines being opened by United States capital and the building of the Seoul-Chemulpo railroad. This road is to be 25 miles in length, and will connect this capital, the chief distributing point in Korea, with Chemulpo, the chief port of the country. The population of Seoul is supposed to be about 300,000. It is thought that the road will be a paying investment. Aside from a bridge of some 1,700 feet across a shallow river, there are no engineering difficulties in its way.

The gold mines are in the richest gold-bearing district of this country, which the experience of ages has shown to contain much yellow metal. The company is expending much money in development, and the prospects are said to be satisfactory.

The concessions for both the railroad and the mines are owned by an American—James R. Morse.

HORACE N. ALLEN,
Consul-General.

SEOUL, September 25, 1897.

Net value of the direct foreign trade, 1895 and 1896, according to countries.

Country, etc.	1895. (Mexican currency.)	1896. (Mexican currency.)
China:		
Imports	\$2, 119, 641	\$2, 159, 084
Exports	91, 688	263, 941
Equal in gold	2, 211, 324	2, 423, 005
	1, 105, 660	1, 211, 500
Japan:		
Imports	5, 938, 739	4, 294, 005
Exports	2, 396, 427	4, 396, 346
Equal in gold	8, 205, 166	8, 690, 351
	4, 102, 582	4, 345, 170
Russian Manchuria:		
Imports	129, 833	78, 255
Exports	23, 698	68, 413
Equal in gold	153, 531	146, 668
	76, 765	78, 334
Total:		
Imports	8, 063, 213	6, 531, 324
Exports	2, 481, 808	4, 728, 700
Equal in gold	10, 545, 021	11, 260, 024
	5, 282, 510	5, 630, 012

Net revenue for the three ports.

	1895.	1896.
Import duty	\$591,588.06	\$448,137.16
Export duty	124,261.22	228,382.45
Tonnage dues	15,448.20	17,304.75
Total	731,297.48	691,734.36
Equal in gold	365,648.74	345,862.18

Principal articles of import, 1896.

Articles.	Silver.	Gold.
Cotton goods	\$3,338,545	\$1,609,272.50
Woolen goods	36,742	18,371.00
Metals and hardware, brass and copper ware	299,155	149,577.50
Flour (chiefly American)	43,295	21,697.50
Kerosene:		
American	330,008	165,004.00
Russian	65,694	31,867.00
Silk piece goods	333,846	166,923.00
Provisions (largely American)	92,623	46,311.00
Timber (some from America via Japan)	73,925	36,962.00

Principal articles of export, 1896.

Articles.	Silver.	Gold.	Articles.	Silver.	Gold.
Beans and pease	\$1,277,071	\$638,535	Seaweed	\$32,404	\$31,203
Bêche de mer	27,060	13,530	Skins	38,406	19,206
Ginseng	286,064	134,032	Wheat	42,804	21,402
Cowhides	237,919	118,959	Gold dust declared	1,390,412	695,205
Rice	2,509,343	1,254,671			

MASKAT.

Value of fard dates declared at Maskat for the United States during the year ended June 30, 1897.

Quarter ending—	
September 30	\$17,623.94
December 31	11,390.49
Total	29,014.43

PERSIA.

I have the honor to acknowledge the receipt of circular dated August 10, 1897, and in reply beg to transmit inclosed a report on the commerce and industries of this consular district.

During the last six or eight months, industries and trade in Persia have suffered from certain causes due to past conditions and from others which are now in a more or less active state of operation. The death of the late Shah, the plague in India, the dearth of money, the frequent change of ministers, and the disorganized and debilitated state of the currency, have all contributed to the general disorder and depression. It is hoped, however, that this may not continue much longer, and that some means may be devised to give encouragement to enterprise and revive the languishing condition of trade and commerce, and restore to the country a period of prosperity and contentment.

ABSENCE OF STATISTICS.

In reviewing the industrial and commercial state of this country, facts and figures depend entirely for their accuracy and force upon personal observations and inquiries. Neither the Government nor any corporate or private body lends the least assistance to investigations or conclusions. It might be supposed that the executive or administrative machinery of the Government, as it occupies itself almost entirely with the duty of tax collecting, would, for its own interest and satisfaction, give some attention to the sources from which the revenue is derived. This is not so, and whether one branch provides more or less than its share is of no consequence as long as the amount required is produced. If, therefore, my reports have not the accuracy and formality of a merchant's balance sheet, they perhaps make up in some measure for this deficiency by the impress of personal thought and examination.

COMMERCIAL CONDITIONS.

The six months ending with September usually present the least satisfactory return of exports and imports, and internal trade generally, of the year. On account of the large exodus of people from the towns to avoid the heat and other discomforts, business is always very dull and unprofitable. It would perhaps in many cases be better for people to close their stores for two or three months in the summer, for their profits by no means cover their expenses. Transport, too, during the period under review is much dearer and slower than in the succeeding half year. The greater part of the animals that have to perform this service, especially camels, are taken off the roads and sent out to graze for some months. Exporters and importers have to take these local customs into consideration, and time their goods to arrive at and start for the port or frontier crossing accordingly. It might therefore be taken for granted that if I could provide the statistics for this time, they would, as compared with the previous six months, show a considerable falling off. It would, however, I have no doubt, be equally true if it were asserted that this year would present a more favorable account than last year, because of the operation of certain causes mentioned above. In ordinary times, it may be generally affirmed that the import trade into Persia varies but little from year to year. This, however, does not assume that one quality of the same species of merchandise may not be superseded by another—a better by a worse, a dearer by a cheaper, an English by an American, an Austrian by a Russian, or a Chinese by an Indian article.

The great majority of the people can not afford expensive things, though in the end they might be cheaper than articles of an inferior quality. Their incomes are very small, and luxuries are out of the question. After the vital necessities of life have been provided, there is not, in most cases, much left for clothes or superfluities. If a better article can be produced and put on the market at the same rate as an inferior one, the Persian is clever enough to see the advantage. To a casual observer, it might appear that Persia is at the present time overstocked with merchants and their wares, and no doubt the markets are fully provided with materials; but it does not follow that if a new species, or an improvement on an old one, could be introduced into the bazars it would find no purchasers. Some would suffer from the arrival of the newcomer, but the public would be the gainer. In

many departments of trade, a new addition with the same materials and the same methods would only mean a new loss. No town in Persia is ever affected by an influx of visitors or a sudden increase of population; consequently, its purchasing or producing power remains about the same. There is the least possible fluctuation in amount, although prices may vary considerably. If our merchants propose to extend their business transactions to Persia and operate with the same classes on the old lines, they must expect loss and failure; but if they are prepared to take a new departure both in materials and prices, there is no reason why they should not secure a fair share of profits. Some speculative spirit must enter and some risk be run, if new fields have to be broken up or a new character given to old ones. Telegraphs, exports, imports, industrial undertakings, have each and all, in their commencement in this country, experienced difficulties and losses, but perseverance and improved methods of operation have overcome both, and the results have been satisfactory. It must not be inferred from this, however, that large fortunes have been made from trading or any other pursuits in Persia; so far as my experience and knowledge extend, this has not been the case.

IMPORTS.

The monopoly of the Persian markets is enjoyed by Russia, England, France, and Austria in textile fabrics, and India and China in tea. Russia and England supply cotton goods and beer—the latter import being of small importance; France, silks and velvets and fancy articles; and Austria, cloth and glassware. Boots, shoes, and small ware are from various countries of Europe. Canned salmon, beef, and extract of beef are from the United States, but frequently under other marks. Iron for the North, Northeast, and Northwest is from Russia, and for the South generally from England; and nearly all the copper is from the latter country. Cigarettes are now consumed in large quantities, and are rapidly supplanting the old water pipe, called the *Kalian*. These are, to a considerable extent, imported from Russia, Turkey, Egypt, England, and France, and large quantities are of native manufacture, from home-grown tobacco. None, so far as I have been able to learn, are of American manufacture, although those made in England are certainly of American tobacco.

In any estimate of the capacity of Persia to consume manufactured goods, it is essential to take into account the local or home supply. This is especially necessary in cases where our manufacturers excel, such, for instance, as boots, shoes, locks, bolts, and other small iron-ware, which are made to a great extent by native artisans. This consideration largely modifies the demand for and the price of the articles. A great many people will not, from religious convictions, wear European or other foreign shoes, although this sentiment is growing weaker every day. There is no doubt, notwithstanding the home produce, a large demand for foreign goods. There is, however, one important point which foreign importers have hitherto ignored, and which has confined the sale of their shoes almost exclusively to European buyers. Persians, on entering a house, as a formal act of politeness, remove their shoes at the door instead of taking off their hats; consequently, they require something they can lay aside without labor or difficulty. This, with buttoned or laced boots or shoes, is impossible, so they always wear a kind of slipper which can be removed while the wearer is standing. If this kind, in fancy and common pat-

terns, could be provided at reasonable rates, a good business could probably be done.

The introduction of machinery into the manufacture of Persian goods would practically destroy the market for their sale. The finer materials for the export trade are bound to be made on ancient models and by the old processes and methods. If it were discovered in the foreign markets that modern contrivances had been used in their preparation, no one would buy them. The only improvement the merchants have been able to effect has been in securing regularity in the dyes, which has not been the case under native manipulation. Beautiful rugs and carpets have lost much in value by having different shades of the same color in the groundwork.

The locomotives used on the 6-mile railway, the only one the country can boast, were made in Belgium. The wear and tear not being very great, there will be no necessity for an increase in their number for some time to come. There are four in actual working condition.

The stationary engines, of which there are five or six, exclusive of those in the sugar factories, are of English make.

Electric lighting is confined to a few lamps in the Shah's palace. The driving engine of this small circuit was made at Lincoln, in England, and appears to be about 10 horsepower. A small factory for cotton spinning has been recently erected near Teheran, and is worked by a hot-air engine of English make. This enterprise has been undertaken by two Persians.

The bicycle has not yet found favor with the Persians, and up to the present time none have been imported for purposes of trade. Europeans have brought them out for their own use. It is possible that if a few were imported for sale, they might be introduced among the natives.

Agricultural implements are of the same description as those used in the time of Darius, and seem as much a permanency as the fields they help to cultivate. For one or two years, a very primitive winnowing machine was used in some of the villages in this neighborhood, but it has been discarded for the natural process of utilizing the wind. The mills are driven by waterpower, and merely crush the grain without separating the bran from the flour. Many years ago, a steam mill was erected in Teheran, with six pairs of stones and some dressing machinery, but it was in operation only one winter. It could not compete with the water wheels. The little fine flour which is required for kitchen uses is imported for this part of the country from Russia, and for the south from India or England.

Sewing machines are largely used in most towns of Persia, and though they have the names of United States manufacturers, I am given to understand that they are not all genuine. There should be a considerable demand for really good machines at a moderate price. Nothing takes with Persians as quickly as novelties, and a machine which would do embroidery or fancy work of some description would meet with a good market.

Furniture could, considering the distance and the difficulties of transport, scarcely be imported to this part of the country at a paying rate. The joiners and cabinetmakers of Persia have improved greatly in their handicraft during the last twenty years, and as the forests south of the Caspian produce ornamental woods, they are capable of turning out very serviceable and decorative articles.

During the last twenty-five years, the Persian Government has imported most of the material for arming the troops and supplying

artillery from Vienna. I believe that a considerable purchase in this line is being negotiated at the present time. They are not generally of the newest pattern, but they are an improvement on those now used by the army. English guns, usually Martini-Henry, are smuggled into the country in cases of sugar and under other disguises, and are sold to the semi-independent tribes. The Government reserves to itself the sole right to import firearms, but its orders are easily evaded.

At the present very high price of coal (\$1.35 per hundredweight), I think some United States petroleum stoves for heating purposes would sell readily. They would be a great boon; but so far as I am aware, none have yet been imported. I have heard many people express a desire to have them. Petroleum, which is all imported from Baku, is reasonably cheap and plentiful.

Silver is imported for coinage, but most of it is bought in London. None comes directly from America. As the mint is farmed to a private individual, he can buy from whomsoever he pleases, and at the present time, he is supplied largely by the Imperial Bank of Persia and also by private merchants. In the case of the Imperial Bank, I believe he charges a certain percentage for coining.

EXCHANGE.

One of the great difficulties in connection with the trade between Persia and foreign countries is the unreliability of the exchange, which seems to be affected by every possible vibration in the price of silver and fluctuation in commercial transactions. The rise and fall are frequently very sudden, and out of all proportion to apparent causes. Considerable quantities of silver have, during the last five or six months, been coined in the Teheran mint and transmitted to Turkestan. This, however, was interrupted by a breakdown in the machinery, and the exchange rose immediately. This was probably not the sole cause of the disturbance, but it contributed to it. The average exchange of the English pound, which is the best known standard, was during the quarter ending September 30, 53 krâns. This is over 112 per cent above its nominal value. The actual equivalent of £1 should be 25 krâns.

The important question the merchant has to consider is, if goods have risen proportionately in price since the two metals were at par twenty-five years ago. It is known that they have not risen more than 50 per cent, on an average, and in many cases not so much. In this sense, only imported goods are to be taken into consideration, and such as are imported in large quantities.

This fact has been a benefit to Persian industries, for it has driven European merchants to look for other means of making their remittances home, thereby giving a stimulus to the native manufactures and natural productions. Within the last eighteen years, the carpet-weaving industry has been greatly increased, and the export of carpets has done much to save the traders from loss, while at the same time, it has enabled them to sell their imports at a lower rate.

CREDITS.

Business here is mostly done on the long-credit system, the purchaser having the option of discounting his own bills after any time agreed upon between the parties. The system is not a good one, and very frequently, results in loss to the merchant, but unless he adopts

it, his merchandise will remain on his hands unsold. Many have started business with the determination to keep clear of it, but in the end, they have always been drawn into the custom.

Foreign importers should, in selecting their wares, take into consideration all classes of the inhabitants, and not cater for the rich only. This is a mistake which is very frequently made, usually, by Europeans who trade in miscellaneous goods. Poor people very rarely enter a European store, from the fact that it never contains anything that their means will permit them to buy.

COMMUNICATIONS.

The condition of transportation inland is by camel, mule, horse, and ass, and the rate of progress is from 16 to 20 miles a day. In connection with this subject and packing, I would particularly draw the attention of the Department to Mr. McDonald's report on "Packing goods for the Persian market," dated October 30, 1893.* This enters very fully into the whole subject, and I do not see any reason to alter the statements there made or the conclusions arrived at. I may remark that the cost of transportation is liable to considerable fluctuations, depending, in the interior, on the supply of animals. For particulars regarding the caravan routes, I beg to refer the Department to my report on the "Highways of Commerce in Persia," dated the 24th of June, 1894;† on dock dues, etc., to my report on "Dock dues or taxes on shipping in Persian ports," transmitted on August 15, 1894;‡ on telegraphs, etc., to my report on the "Telegraphs and telephones in Persia," dated September 29, 1897.§

A new cart road is being constructed by a Russian company, and under the auspices of the Russian Government, from Resht, on the Caspian, to Kashin, but I believe the progress is very slow, and it is quite uncertain when it will be ready for traffic.

Europeans as a rule pay no licenses to carry on their business, and are exempt from all taxes. Commercial travelers are under no disabilities or regulations which do not apply to all foreigners. It is advisable for them to be provided with a passport, although it is seldom asked for.

SHIPPING.

The tonnage of vessels trading with Persian ports is unknown. Those on the Caspian are chiefly Russian. There are a few small ones owned by Persians. Those trading with the Persian Gulf are mostly English. There are one or two lines the stockholders of which are of mixed nationalities. There are eight or nine vessels, the highest register being about 2,500 tons and the lowest 800. The Persian Government has no fixed quarantine regulations of its own, and those in force in the Persian Gulf during the prevalence of the plague in Bombay were mostly prescribed under the direction of English doctors.

There are no laws in Persia affecting patents, copyrights, or trademarks, or any edict requiring goods to be marked so as to show the country of origin or manufacture.

* Consular Reports, No. 160 (January, 1894), p. 243.

† Special Consular Reports, Highways of Commerce, p. 532.

‡ Consular Reports, No. 173 (February, 1895), p. 292.

§ Consular Reports, No. 208 (January, 1898), p. 65.

POSTAL RATES.

As Persia is a member of the International Postal Union, the foreign postage is regulated by the rules drawn up at the congresses which meet from time to time to settle this question. The inland postage is about 2 cents a letter. The registration is nearly 6 cents per packet.

MINING.

It was discovered about six years ago that the island of Hoormuz, in the Persian Gulf, contained large deposits of oxide of iron, but the existence of it was more or less a secret until about two years ago, when some workings were commenced which showed that the deposit was valuable.

There is now a dispute as to the lessee, two claimants holding firmans for a period of ten years from the late Shah and contesting the right of each other to the lease. The produce is worth £1 a ton in England, and is shipped as ballast by steamers returning to Europe with insufficient freight.

FOREIGN ENTERPRISE.

Foreign enterprise of an industrial nature has not been very successful in Persia, and large sums of money have been sunk at different times in attempts to develop the resources of the country.

About a year ago two, Belgian companies completed very extensive factories near Teheran for the manufacture of glass and sugar, both articles of large demand. The beets for the sugar and the materials for the glass could both be obtained near at hand, and operations were commenced in the month of December or January last. The sugar produced did not come up to the quality supplied from Russia, and was not put on the market. It is proposed to refine it a second time this autumn and find if it is possible to bring it up to the ordinary standard. I am told by importers of sugar that, if the factory succeeds in producing a good article, it will be capable of providing only one month's supply for Teheran in the course of a year. Persians are very fond of sweet things.

The glass factory appears to have done a little better, but hitherto, it has made no impression on the market in lowering prices. It is, however, too early to form a judgment as to its probable success or failure.

I am forwarding by this mail samples of cotton and woolen goods* which are supplied to the Teheran markets, as illustrations of the statements contained in this report. They will show what are the materials and the prices at which they are sold. Generally speaking, 100 per cent is added to the original cost price by the various dealers before they reach the hands of the consumers. Persian storekeepers do not mark their goods and sell them at a fixed price, but get as much out of the customer as he is able to pay. Commercial morality is not in Persia a virtue of active application.

JOHN TYLER,

Vice-Consul-General in Charge.

TEHERAN, October 6, 1897.

* Samples filed for reference in the Department of State.

PHILIPPINE ISLANDS.

Local and European authorities estimate the area of the Philippine Islands at 150,000 square miles, and their population at 8,000,000 to 10,000,000. The Island of Luzon, on which the city of Manila is situated, is larger than New York and Massachusetts, and has a population of 5,000,000; and the Island of Mindanao is nearly, if not quite, as large. There are scores of other islands, large and very populous. An idea of the extent of the Philippines may be formed when it is stated that the six New England States, New York, New Jersey, Maryland, and Delaware have 10 per cent less area. In addition to the Philippine Islands, the Caroline, Ladrone, and Sooloo groups are considered under the jurisdiction of this consulate (Manila). I have received a petition requesting that a consular agency be established at Yap, in the Caroline group.

In all, there are about 2,000 islands in a land and sea area of about 1,200 miles of latitude and 2,400 miles of longitude.

EXPORTS.

During the quarter ended December 31, 1897, there were exported from these islands to the United States and Great Britain 216,898 bales of hemp (280 pounds per bale), of which 138,792 bales went to the United States and only 78,106 bales to Great Britain. During the year 1897, there was an increase in the export of hemp from the Philippines to continental Europe of 19,741 bales; to Australia, 2,192 bales; to China, 28 bales; to Japan, 2,628 bales; and to the United States, 133,896 bales—a total increase of 158,485 bales, while to Great Britain there was a decrease of 22,348 bales.

Thus of increased shipments from the Philippines, those to the United States were 544 per cent greater than to all other countries combined.

Of the total exports of hemp from the Philippines for the ten years ended 1897, amounting to 6,528,965 bales (914,055 tons), 41 per cent went to the United States.

During the same years, the Philippine Islands exported to the United States and to Europe 1,582,904 tons of sugar, of which 875,150 tons went to the United States, 666,391 tons to Great Britain, and 41,362 tons to continental Europe, showing that of the total exports more than 55 per cent went to the United States.

At the current values in New York of hemp (4 cents per pound) and of raw sugar (3½ cents per pound), the exports of these two products alone from these islands to the United States during the ten years under review amounted to \$89,263,724.80, or an average of nearly \$8,926,372 * per year.

Data as to cigars, tobacco, copra, woods, hides, shells, indigo, coffee, etc., are not now obtainable; but a conservative estimate would so raise the above figures as to show United States imports from these

* According to the returns of the Bureau of Statistics, Treasury Department, the annual imports into the United States from the Philippine Islands amounted to \$74,150,284 during the ten years ended June 30, 1897, or \$7,415,028 per year. For the seven years ended with 1894 the imports averaged \$8,564,611 per year, but for the last three years the imports fell off nearly one-half, amounting to only \$4,731,366, \$4,962,357, and \$4,383,740 in 1895, 1896, and 1897, respectively.

islands to average about \$1,000,000 per month. To-day, I have authenticated invoices for export to United States amounting to \$138,066.12.

Later, I will write of the Philippine tariff, import and export, being now engaged in translating it into English. The export duties and charges here on the hemp and sugar exported to the United States during the ten years ended with 1897 amounted to \$5,172,994.87.

It is, from the above, very apparent that the trend of trade is toward the United States, and my best endeavors will be exerted toward its further extension.

There are here twenty-two consulates representing the several countries, but the volume of the export trade coming under my official supervision equals that of my twenty-one colleagues combined.

OSCAR F. WILLIAMS, *Consul.*

MANILA, *February 28, 1898.*

Statement of the principal exports from Manila, Cebu, and Iloilo from January 1 to December 31, 1897.

Produce.	Great Britain.	United States ¹ and Canada.	Continent of Europe.	Australia.	China, etc.	Japan.
Sugar:						
Manila—						
Dry piculs ²	22,400	13,773	28,862		503,839	82,655
Wet do	161,468				15,117	
Cebu—						
Dry do	78,880				81,800	84,510
Wet do	1,920					
Iloilo—						
Dry do	534,880	328,767			733,880	409,279
Wet do						
Total do	799,548	342,540	28,862		1,424,616	696,444
Hemp:						
Manila bales	356,382	366,002	22,373	19,080	19,077	14,653
Cebu do	28,800	51,471				
Total do	385,182	417,473	22,373	19,080	19,077	14,653
Coffee tons			119			17
Cordage piculs			11			3,819
Sapan wood:						
Manila do						16,350
Iloilo do						51,300
Buffalo hides and cuttings. do		300				11,240
Copra:						
Manila do	11,200		752,470			1,353
Cebu do	46,414					
Mother-of-pearl shell do	246		136			297
Gum mastic do	1,910					1,654
Indigo quintals	538					127
Tobacco, leaf do	37,008		253,841	12		26,351
Cigars mil.	23,060	2,110	34,321	15,550		81,670

Produce.	California.	Total, 1897.	Same period, 1896.	Increase.	Decrease.
Sugar:					
Manila—					
Dry piculs		741,439	1,242,514		
Wet do		176,585	320,463		645,163
Cebu—					
Dry do		245,190	119,756		
Wet do		1,920	3,472	123,882	
Iloilo—					
Dry do		2,066,736	1,979,519		
Wet do			5,000	82,267	
Total do		3,232,010	3,671,024		439,014

¹ Atlantic ports.

² 1 picul = 140 pounds.

Statement of the principal exports from Manila, etc.—Continued.

Produce.	California.	Total, 1897.	Same period, 1896.	Increase.	Decrease.
Hemp:					
Manila.....bales..	24,200	821,787	665,375	156,392	
Cebu.....do.....		80,271	100,518		20,247
Total.....do.....	24,200	902,058	765,893	136,145	
Coffee.....tons.....		136	89	47	
Cordage.....piculs.....		3,830	3,104	726	
Sapan wood:					
Manila.....do.....		16,350	12,980		
Ilolo.....do.....		51,300	43,900		
Buffalo hides and cuttings.....do.....		11,640	6,380		
Copra:					
Manila.....do.....		765,023	558,329		
Cebu.....do.....		46,414	49,200		
Mother-of-pearl shell.....do.....		679	204		
Gum mastic.....do.....		3,564	2,758		
Indigo.....quintals.....		653	462		
Tobacco, leaf.....do.....		316,712	219,720		
Cigars.....mil.....	175	156,916	183,667		

Increase and decrease of principal exports, by countries.

Articles.	Great Britain.	United States, Atlantic ports, and Canada.	Continent of Europe.	Australia.	China, etc.	Japan.	California.
Sugar:							
Dry—							
Increase.....piculs..	13,120				367,765	300,908	
Decrease.....do.....		963,288	27,084				
Wet—Decrease.....do.....	114,828				18,742	16,860	
Coffee:							
Increase.....tons.....			48				
Decrease.....do.....					1		
Cordage:							
Increase.....piculs.....					749		
Decrease.....do.....			23				
Hemp:							
Increase.....bales.....		127,146	19,741	2,192	28	2,628	6,750
Decrease.....do.....	22,340						
Indigo:							
Increase.....quintals.....	526						
Decrease.....do.....					355		
Copra:							
Increase.....piculs.....	8,414		198,356				
Decrease.....do.....					2,864		

Comparative exports of hemp and sugar to Great Britain, the United States, and Europe.

Year.	Sugar.				Hemp.			
	Great Britain.	United States.	Continent of Europe.	Total.	Great Britain.	United States.	Continent of Europe.	Total.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
1888.....	562,478	1,353,820	74,065	1,990,363	347,854	246,437	2,861	597,152
1889.....	773,773	2,136,443	81,948	2,991,164	322,022	199,707	1,239	522,968
1890.....	640,656	997,851	62,823	1,701,330	341,998	109,726	1,968	453,697
1891.....	731,507	1,604,072	37,394	2,372,973	443,142	132,267	4,206	579,615
1892.....	1,181,322	1,506,872	48,512	2,736,776	357,744	384,076	3,354	745,174
1893.....	1,577,155	1,291,421	69,526	2,938,102	373,041	212,469	3,548	589,058
1894.....	978,719	910,155	68,686	1,957,540	335,372	387,045	11,691	724,108
1895.....	1,373,433	1,065,237	63,149	2,491,819	493,801	275,918	3,881	771,700
1896.....	901,256	1,306,828	55,946	2,263,030	407,522	290,327	2,632	700,481
1897.....	799,548	842,540	28,662	1,770,960	385,182	417,473	22,373	825,028

Clearances from Manila, Cebu, and Iloilo from October 1 to December 31, 1897.

Vessel.	From—	Destination of produce.	Sugar.		Hemp.	Cigars.	Copra.
			Dry.	Wet.			
<i>To the United Kingdom.</i>			<i>Tons.</i>	<i>Tons.</i>	<i>Bales.</i>	<i>Mil.</i>	<i>Tons.</i>
Esmeralda.....	Manila	Liverpool.....			2,724	300	
Bidston Hill.....	do	London.....			17,030		
Zafiro.....	do	United Kingdom.....			528	40	
Oopack.....	Cebu	do.....	2,850				
Vortigern.....	Manila	Liverpool.....		2,224	1,920		700
Sungkiang.....	do	United Kingdom.....			4,950		
Yuen-ang.....	do	do.....			2,250		
Vortigern.....	Cebu	do.....			5,020		37
Esmeralda.....	Manila	do.....			1,500		
Zafiro.....	do	do.....			1,950	330	
I. de Luzon.....	do	do.....	114		1,500	2,300	
Sungkiang.....	do	do.....			4,500	80	
Oolong.....	Iloilo	Liverpool.....	4,750				
Esmeralda.....	Manila	London.....			150		
Sungkiang.....	do	United Kingdom.....			1,000	790	
Kintuck.....	do	London and Liverpool.....			11,850	20	
Covadonga.....	do	do.....	41			1,830	
Zafiro.....	do	do.....			1,150	40	
Dundale.....	do	do.....			7,752		
Yuensang.....	do	do.....			250	20	
Esmeralda.....	do	do.....			500	40	
Sungkiang.....	do	United Kingdom.....			2,310	330	
Zafiro.....	do	Liverpool.....			250	1,270	
Velox.....	Cebu	do.....	130		3,250		188
Clara.....	Manila	London.....			7,074		
Leon XIII.....	do	Liverpool.....					
<i>To the United States and Canada.</i>							
Onaway.....	Manila	Delaware Breakwater (for orders).			5,916		
Josephus.....	do	New York.....			9,374		
Kate F. Troop.....	do	Delaware Breakwater (for orders).			7,270		
Strathisla.....	do	New York.....			8,400		
William H. Connor.....	do	do.....			9,419		
Ancyra.....	do	do.....			16,300		
Paul Rivere.....	do	Delaware Breakwater (for orders).			10,445		
E. A. O'Brien.....	Cebu	Boston.....			14,000		
St. John.....	Manila	Delaware Breakwater (for orders).			12,093		
Strathern.....	do	New York.....			8,664		
L. Sehepp.....	do	Philadelphia.....			11,210		
Savona.....	do	Delaware Breakwater (for orders).			10,284		
Obed Baxter.....	do	do.....			5,400		
Paramita.....	do	New York.....			10,017		

SIAM.

The great interest aroused throughout Europe in Siam by the presence there of King Chulalongkorn has been reflected to some degree in the United States.

In fact, as far as exaggerated descriptions of this distinguished monarch's life are concerned, the American press has printed enough matter to make his name, if not his land, known in every family circle from New York to San Francisco. I only wish that as much space had been devoted to a truthful description of the physical resources and material opportunities of his rich kingdom in southeastern Asia.

Siam to-day is attracting more attention than ever before, especially in England, France, and Germany. The United States, as far as commercial relations are concerned, should not overlook the field.

In various reports written from time to time, both general and specific, I have striven to awaken American manufacturers and export-

ers to the conditions and possibilities of the Siamese market, but have not met with that practical response for which I have ardently hoped. If, then, some suggestions respectfully submitted heretofore are repeated herein, they will be due to an honest effort to continue "agitating" until I see some return for my labor.

LOCAL UNITED STATES FIRMS NEEDED.

As an illustration of what I mean, I would state that, beginning nearly three years ago, I have set forth again and again facts and data to prove that one or more enterprising American importing and exporting firms located here, with sufficient capital to carry on reliable schemes for the development of trade, could not fail, if well managed, to pay handsome dividends. Not a single firm, company, or person has sent a competent man to investigate the truth of these predictions! In this I do not include, of course, insurance and oil agents, who simply drop into Bangkok now and then to see what their competitors are doing. Several American companies that do a large business in eastern Asia have been specially urged to make at least a cursory survey of the situation, but not one has done more than politely acknowledge letters written in reply to their brief notes of general inquiry. Letters are also received in considerable numbers from exporting houses in all parts of the United States, asking whether their goods can be sold here, and they are invariably answered in careful detail. The chances, however, of exporters building up a market would be enhanced about 500 per cent if American houses were established, through which the Siamese could do business.

EUROPEAN HOUSES CONTROL THE TRADE.

At present, although business is organized on foreign lines in Bangkok, with large and wealthy importing and exporting houses, with abundant shipping facilities, with first-class banks which are branches of the same institutions that do business in New York, Chicago, and San Francisco, providing adequate means of exchange, with three daily papers printed in English that devote much attention to the commerce of Siam, with legations and consulates of all commercial nations, the situation is entirely and absolutely controlled by European houses, which, having had long dealing and favorable connection with all classes of European manufacturers and exporters, divert any trade that might go to the United States into other channels. For this, they are not to be censured. They have little or no acquaintance with American firms, they can get no better rates from them than from their established connections, and even though they may look carefully through scores of catalogues and read and answer folios of letters, they will seldom place an order outside of Europe.

Hence, when I write giving United States exporters the names of reliable importers in Bangkok, I usually try to impress upon them that they must meet keen competition, and that the prevailing local conditions are against them. For this reason, on the other hand, they are advised not to neglect the field, but to do their best to exploit it.

At this point, I would observe that the old and established European firms in Bangkok are well managed, prosperous, and worthy of special praise for the high standard they have attained.

TRADE ROUTES.

Siam is just far enough south to be under the influence of the Suez Canal, and not quite far enough to the east to get the benefit of the competition of steamship lines crossing the Pacific. There is a large fleet of steamers running between Hongkong and Bangkok; but as they have no through-rate arrangements with Pacific lines and do not cater to trade from such sources, the charges from Hongkong to Bangkok are sufficiently high to prevent competition of American goods in many lines which find a considerable and growing market in Hongkong, Shanghai, and Yokohama. Perhaps the cheapest route to reach Bangkok is via New York, Suez, and Singapore. All shipments should be marked and ordered transshipped at Singapore to Bangkok. Two freight steamers leave New York regularly every month for Singapore and the far East, while it often happens that three or four sail in a month. It will be found that satisfactory terms can usually be obtained as far as Singapore from trans-Atlantic lines that also run steamers to the far East.

OPPORTUNITY FOR PACIFIC COAST.

If the San Francisco exporters, assisted by those of other cities interested, such as Portland, Seattle, and Tacoma, can influence the companies that have terminals at their ports to make special through rates via Hongkong to places like Bangkok, they will find that decided benefits will accrue not only to them, but to the steamship companies. The first prospects or inducements may not seem to warrant the trouble, but it is a policy followed everywhere with success throughout this great Asiatic coast line by European exporters and steamship companies. All these countries—Russian Siberia, Japan, Korea, China, Siam, Formosa, the Philippines, Java, Borneo, Straits Settlements—constituting the vast field which I have often termed the "Pacific opportunity," offer to the United States in general and the Pacific Coast in particular a boundless opportunity, which should be improved in every way possible before it is too late.

No reasonable step should fail to be taken, no stone left unturned, no prize deemed too small in the competition for a fair share of the trade of the 500,000,000 people who dwell in lands washed by the same sea that laves the shores of California, Oregon, and Washington.

COMMERCIAL IMPORTANCE OF SIAM AND BANGKOK.

As far as trade in Siam is concerned, Bangkok is the only entrepôt of importance, but it is a far greater and more prosperous one than ninety-nine of every one hundred persons in Europe or America suppose. Bangkok is about 1,200 miles southwest from Hongkong, 850 miles north from Singapore, and is situated on the Menam River, some 30 miles from where it debouches into the Gulf of Siam. A line of 13 steamers runs to Hongkong, and another of 9 to Singapore, while numerous tramp vessels, etc., enter this port. If steamers go direct, they make the distance to Hongkong in six days and to Singapore in four days.

Bangkok has a population of not less than 450,000 and is estimated by some authorities to have 600,000 to 800,000. Siam's total population is estimated to be anywhere from 7,000,000 to 10,000,000. The

area is approximately 250,000 square miles, or nearly the same as that of the State of Texas. It is larger than either Japan proper or Korea.

In both political and commercial importance, it is the third independent kingdom of Asia, ranking after Japan and China.

Although located to one side of the regular trade routes of the world, Bangkok is one of the busiest cities in all Asia. Only Shanghai, among far eastern ports, presents an air of greater prosperity and activity. This does not mean beauty of streets and imposing business structures. The streets are dirty, and most of the houses are of that light nature which characterizes the Tropics, except that the houses of the leading foreigners, princes of the Kingdom, and principal Chinese merchants, are usually serviceable and sometimes handsome buildings of brick and cement. These same dirty streets, however, are never deserted, and fewer loafers are seen than in American and European cities. The River Menam flows through the heart of the city and forms a great avenue of trade and travel, as well as a deep, ample, and safe harbor. There is not a moment from dawn to dark that a score or more steam launches can not be counted from this legation, while the total number of smaller steam craft having headquarters at Bangkok is not less than 600. It is not unusual to see a dozen or more ocean-going craft in the harbor loading or unloading. Add to these, the numberless native boats propelled by hand, large and small, and an idea of the activity of Bangkok's river can be formed.

DRAWBACKS TO TRADE.

An unfortunate feature of commerce at this port is the seeming lack of active interest manifested by the Siamese themselves. The conditions of trade might be easily improved if even a small part of the energy exerted and money spent in pageants, cremations, and temporary displays were devoted to the advancement of the port's welfare. The Siamese are not traders in a comprehensive sense, confining themselves to small operations. It is remarkable, but true, that there is not one single large wholesale exporting or importing house managed by pure Siamese. Trade is largely in the hands of the Chinese, who form a considerable proportion of Bangkok's population, while next in bulk and value of goods handled rank the European and Indian merchants. But what I say does not mean that the Siamese are inimical to commerce; they are only passive. An excellent postal system prevails, but the telegraph lines are in deplorable condition; a skillfully managed little navy excites admiration, but the failure to promulgate and execute proper harbor regulations is disappointing; money is wasted on a railway* that runs 150 miles to "nowhere" in the jungle; dredging the bar at the mouth of the Menam, which could be done with comparative ease, is hardly considered. I must give the Siamese Government credit, however, for imposing far less direct restrictions on trade than many other lands, and for treating foreigners with kindness and respect, whether their negotiations limit them to Bangkok or compel them to travel far into the interior. It is certainly to Siam's credit that an ordinary foreign traveler can go all over the Kingdom without a passport and be treated with considera-

* That I may not be misunderstood I would add that for about 50 miles, or to Ayuthia, this road is a necessity; but beyond that the direction is a mistake. It should run north to Cheangmai, but, instead, goes east into the jungle.

tion, although he is expected to have a passport, and is so advised by his minister or consul.

In this report, I am not dealing with political questions, and hence base my observations on purely material grounds. If anyone, therefore, takes exceptions to my statements, this fact must be borne in mind.

OPPORTUNITIES FOR IMPROVEMENT.

Although Bangkok has long possessed branches of powerful European houses, and money-making schemes have been launched within the last few years that have done well, there is yet abundant opportunity for further effort. There must be hundreds of miles of railways built to open up the interior, where waterways are insufficient; new canals dug and old ones dredged; more gold mines operated; coal deposits of better quality discovered and worked; agricultural conditions improved and acreage under cultivation doubled; extensive waterworks provided for Bangkok; sanitary systems carried out; additional electric street-car lines constructed; operations in milling rice and preparing teakwood for export—the two great products of Siam—further developed; electric lighting and ice-making facilities increased; the river bar dredged, and telegraph and telephone lines repaired and extended, if Siam would occupy the position in trade and commerce to which she is entitled by natural conditions.

I deem it advisable to enumerate all these points, which still do not make a complete list, so that United States manufacturers, exporters, and legitimate promoters can have a fair conception of the field awaiting development. As no small portion of the letters received at this legation ask about these opportunities, my reference thereto may be timely.

FOREIGN INTERESTS.

As the question is often raised in regard to the present control of trade according to different nationalities, it can be answered that, outside of the Chinese peoples, the English come first, the Germans next, then the Danes, French, Americans, Italians, Belgians, Dutch, Japanese, Swiss, Austrians, and Norwegians. The English have a long lead, and more interests than all the others combined. They control the two main steamship lines that run to Hongkong and Singapore, the three leading teakwood companies, several of the largest rice mills, two fully established banks, three daily newspapers (the only ones), three large wholesale importing and exporting houses, several important retailing firms, one or two mining companies, and form the largest proportion of foreigners in the employ of the Siamese Government. The Germans control several large importing and exporting firms, rice mills, and wholesale and retail establishments. The number of German steamers that enter the port is increasing. Germans are employed to manage the Government railroads and the post-office. The Danes control one of the chief importing and exporting houses, and have projected a new steamship line to run to Bangkok and other Asiatic ports from Copenhagen. The Siamese navy has been built up, and is directed by Danish officers. The electric street tramway is a Danish company, and the majority of stock in another private railway company is held by Danes. The French own a line of steamers running from Bangkok to Saigon, and have just established a bank. They are also

heavily interested in mining operations. The largest importing and shipping firm is under French jurisdiction; but the stock is mainly held by the English, while management of the firm's affairs is in German hands—somewhat of an anomaly, but a most successful one.

Americans own two of the principal drug and pharmacy establishments, one of which would be a credit in its arrangements to a home city. The only dental and three medical offices belong to Americans. The management and a majority of the stock of the electric lighting company, which has an exclusive concession for Bangkok, is in their hands. A few other schemes promoted by Americans may yet materialize; but the great need is a general importing and exporting house with extensive and reliable connections in the United States, and at other points on this coast. The only Americans in Government employ are medical men and one civil engineer. The Belgians and Japanese have shown their appreciation of the importance of this field by recently sending fully accredited diplomatic and consular representatives. There is quite a colony of Belgians in the Government departments of justice and the interior. The Italians own some retail establishments, while several experts are employed by the Government in various departments. The Swiss have one growing importing firm, the Austrians slight interests, and the Norwegians own most of the sailing ships that visit Bangkok.

In all, there are nearly 1,000 Europeans and Americans in Siam, of whom about two-thirds are in Bangkok. The English far outnumber other nationalities. There are about 150 Americans.

MISSIONARIES.

The missionaries make up more than half the Americans in Siam, and are doing excellent work. The Government has uniformly maintained a cordial attitude toward their efforts. The missionary question may not pertain directly to commerce and trade, but it is worthy of remark that did American business interests unite and work for their upbuilding in foreign lands as do the missionaries, we would be at the head instead of the foot in the fight for the world's commercial supremacy.

BUSINESS METHODS IN SIAM.

Trade follows very closely the same general lines that it does in the United States and Europe. The houses which do the bulk of importing are reliable, and the banking or exchange facilities are first-class.

It must be borne in mind that the currency of Siam is silver, with all its attendant and disturbing fluctuations; hence it is advisable to give firms, if they ask or desire it, a little time in taking up bills of exchange.

If consignments are sent, they should not be large enough to prove a drag on the market; for, while Bangkok's demands are large in the course of a year, things are not usually taken with a rush.

In filling orders or consigning, the exporter should make sure that no "sharper" is dealing with him. I regret to say that there are several lesser parties in Bangkok who ought to be in prison instead of in trade, and who often write to American houses and, with plausible representations, secure consignments for which they never pay. I am doing my best to stop this class of business, but these Asiatic cities prove tempting rendezvous for the unscrupulous; and when one is

discovered, another may appear to take his place. This statement should not frighten but simply warn exporters. The reliable houses far outnumber the unreliable.

It must always be remembered that Siam is a strictly tropical country, and goods must be selected and packed with reference to climate. More than one Bangkok merchant has shown me an order practically spoiled which would have suited every requirement in a northern land. Damp heat, ever present, does its harmful work quickly unless proper protection is taken. Again, Bangkok is a long distance from New York or San Francisco, and boxes and barrels that would suffice for an ordinary journey require extra strength to reach here.

The local market of Siam does not demand good quality as much as cheapness. Ninety per cent of the population, even including those rated as the higher classes, prefer to buy a certain article new three times a year for, say, \$5 each time, or a yearly total of \$15, than pay \$10 for a better quality that will last a whole year. The bazars of Bangkok are crowded with cheap products of European manufactories. There is another reason for this in that the Siamese seldom take good care of anything or think of preserving it. Their idea is to use an article as long as possible with the least trouble. When finished, it is thrown aside and another purchased, or it is repaired from day to day.

There is no preference for United States goods, except among a few that know quality when they see it. The demand is for the cheapest product, no matter where it is made. In this connection, I would say to American exporters that they must not be misled by some consular reports which say that "American goods are preferred" by this and that people. Possibly a few, as suggested above, do express preferences, but to the bulk of consumers the idea never occurs. United States merchants must fight for every market in foreign lands as they do in the United States, and with these methods, they will succeed.

A large proportion of orders is placed in and received through Singapore and Hongkong, especially by the Chinese importers, who constitute such an important section of Bangkok's merchants. For this reason, it would be well for United States exporters to have agents in those two distributing centers, which are on the great trade routes and which they can reach almost as cheaply as their European competitors.

The preference in the Bangkok market is for bright colors in clothing and cloths, for novelties in all lines, and for that general mass of varied products which are hard to classify, but whose chief characteristics are cheapness and perishability.

Prices here, however, are much higher than would be supposed, and I have no hesitation in expressing the opinion that Bangkok merchants are charging more for all classes of goods, notwithstanding cost of freight and the low rate of silver, than is asked in other Asiatic ports. This feature applies rather to the limited demand of foreigners than to that of the natives. I know positively that it costs more for a foreigner to live comfortably in Bangkok than in Singapore, Hongkong, Shanghai, Kobe, or Yokohama.

DIRECT TRADE WITH THE UNITED STATES.

The customs records of Siam are so kept and published that it is absolutely impossible to give a correct list of what is imported from the United States, with a statement of amounts and values. From

my own knowledge and investigation, I can mention the following items:

Flour comes almost solely from the United States, and the demand could be easily quadrupled by pushing the market. A few years ago, it was claimed that, in a rice country like this, flour would not be popular. Experience has proven the opposite.

Kerosene oil imports are suffering from the severe competition of Sumatra oils and cheaper Russian grades. When I first came to Siam, I discovered a common practice among Chinese of taking a tin of American oil, emptying out half, filling with Russian oil, and then using the other half in the same way, finally selling two tins as pure American oil, whereas each tin contained only half of that quality. I think I have succeeded in stopping the greater part of this illicit trade.

Machine oil.—The trade in this has recently been started, and bids fair to control the market. The United States product is of a very high grade, and is becoming popular in the large rice and sawmills and other establishments having considerable machinery.

Sewing machines.—The United States product rules the market, and fresh invoices are constantly required to meet the demand.

Lamps, shovels, and tools are imported in small quantities from the United States, but the prices are a little too high for this market.

Clocks and watches have always stood well; and were the cheaper grades pushed, the demand could be readily doubled.

Machinery and engines.—Some high-class machinery for the electric tramways has been imported from the United States, including engines for the power house and rolling stock for the traffic.

Electric fans, typewriting machines, etc., have arrived in small but increasing quantities and bid fair to become quite popular.

Bicycles have not yet conquered Bangkok, but with the improvement of roads, and with special efforts to introduce the wheel, the United States article, combining lightness, strength, and cheapness, should be in demand. Several small consignments arrived during the past year and found a fair market.

Cotton drills and shirtings have been imported in small amounts. The quality suits, but the prices are underbid by English quotations.

Medicines, drugs, or chemicals were purchased in the United States in larger amounts last year than for some years before, and seem to have met with a good sale.

Beer from San Francisco and Seattle has become quite popular and is being imported in larger quantities. Some brands tried were not suited to the Tropics (not being properly prepared), but those now coming seem, with their peculiar lightness and freshness, to be much liked by both foreigners and natives.

Ginseng is in demand among the large Chinese population, but most of it comes through Chinese houses in Hongkong.

Canned or tinned goods of all varieties are being introduced, but are not pushed. There is no reason why a large demand for all of the reliable classes of United States canned products should not be created. American milk is easily in the lead, as well as certain classes of meats, like canned beef, and also oysters, salmon, lobster, etc. Butter and cheese, carefully placed in tins or small glass or enameled jars, would surely compete favorably, if put on the market, with the Australian, Danish, and Canadian products.

Articles not imported to any extent, but in which a good trade might be developed if pushed, are wire, nails, mining and milling machinery,

agricultural implements, dredging apparatus, pumps, metal building supplies, wire, plain and barbed, piece goods, bunting and flag materials, fancy goods, rubber goods, wines and brandies, electrical supplies, printing presses and outfits, including types, carriage and harness supplies, leather, and novelties of all kinds. The competition of Europe must, of course, be met on such a basis that the difference in price will not drive away the buyer.

Exports to the United States are principally rice, pepper, and teak, but through Hongkong and Singapore twenty times as much are sent as direct from Bangkok. Other exports through those ports include hides, buffalo horns, ivory, ebony, rosewood, gum benjamin, sticklac, rubies, and curios.

IMPORTS ACCORDING TO COUNTRIES.

Having treated specifically the trade with the United States, it will be next in order to discuss the principal exports with reference to the countries from which they come. In that way, United States exporters can have a more satisfactory conception of the competition they must meet and of the present condition of the Siamese market. To make sure of my data, I went over this part of my report with Mr. M. Berger, a leading Bangkok authority on imports, and I am much indebted to him for his kindness and assistance.

Cotton goods.—In 1896, as in 1895, most of the white and gray shirtings and drills were of English manufacture. Owing to the low rate of exchange of the rupee, Indian T cloths, sheetings, etc., have risen in price considerably, thus rendering the import very difficult, and naturally decreasing it heavily, as European makes could be imported more cheaply. Drills were also imported from Holland, but the import of Dutch shirtings has almost ceased.

From the United States were imported a few gray shirtings and drills, which proved to be of very good quality and which are likely to be great competitors of English manufactures in case prices are on the same basis.

Yarns.—The greater portion of the white and colored yarns and twists were imported from England. Switzerland had a fair share in the yarn import, as considerable quantities, chiefly of dyed red yarns and other colored yarns, found their way into this market. It is said that the import of Swiss goods will probably increase in the coming year, as they are much liked by the local dealers. Holland's red yarns have almost disappeared, and only small shipments of Belgium's red yarns come every now and then to the market.

The import from Great Britain in colored and woven articles has increased heavily, as these goods could be bought there cheaper than anywhere else. Nevertheless, the import from Switzerland and Holland was worthy of note, especially in woven goods.

The principal articles of printed goods from England were chowls (paleys), sarongs, prints, handkerchiefs; of woven goods, packamas, papoons, sarongs (articles of native dress), etc.

Switzerland sent paleys (in extensive quantities), and almost the same articles as England, with the exception of prints. A large business was done in Swiss Turkey-red cloths, which rule this market, and against which England so far can not compete successfully.

Holland sent papoons, packamas, Turkey-red cloths, etc., but not in large quantities.

Indian chowls were still imported to a considerable extent. It is

expected, however, that the coming year will show a decrease, as the rupee rate renders prices very high.

Singlets.—The import from Spain increased heavily in 1896. The quantity imported was estimated at about 24,000 dozen. The quality of these singlets was rather inferior, but as the prices were cheap they could be sold easily and profitably. Spain tries now to manufacture good qualities, but it is quite likely these can not compete successfully with German, French, and Swiss makes, which were likewise imported in large orders. The import from England was very small, as the quality proved too good for the market.

Cotton blankets were mostly imported via Singapore from England. This business is not done directly, as Singapore firms contract for a great bulk of goods, which makes it impossible for Bangkok firms to compete. This relates, however, only to the coolie blankets. Better qualities were imported from Germany and France. German cotton goods were shawls, trouserings, ganellas, flannels, Spanish stripes, etc. There were only a few woollens imported, such as light tweeds, mousseline, etc., from England and Germany.

Silks, as usual, were mostly imported from China, with small quantities from France (sateens especially). Mixed silk goods were imported from France, Switzerland, and Germany, and are used here for phanungs, packamas, and sarongs.

Hardware of many kinds was imported from China, viz, iron pans, pots, padlocks, etc.

From Germany, came especially cutlery (about \$80,000 worth), nails, steel in bars, saws, and files.

From England, came corrugated iron, yellow metal, lead, tin sheets, iron buckets, etc.

From the United States, came chiefly shovels, axes, and other tools.

Railway materials and machinery.—Large quantities of railway materials for the Korat Railway came from England and Germany. Many rice-mill plants of English manufacture were imported in 1896. Some bridge material came from Belgium, and one rice-mill plant from France.

Copper coins for the Siamese Government came in large quantities from Germany.

Chemicals were mostly imported from the United States, England, and Germany. Chemicals for rice mills were all of English manufacture.

India-rubber goods, etc., were largely imported from Germany. Small quantities of asbestos sheets came from the United States.

Soap and perfumery.—Soap in bars was imported principally from England, and also a large proportion of perfumery. From Germany were imported considerable quantities of cheap goods, and from France came better qualities.

Earthenware and porcelain came chiefly from China for native use. Porcelain in small quantities came from Germany, and common earthenware from England and Belgium.

Glassware was mostly of German and Belgian manufacture. Colored glassware (vases, flasks, etc.) was of Austrian manufacture.

Lamps were, for the great part, of German make, but the United States furnished Hitchcock lamps.

Clocks were mostly of American and German manufacture, while small quantities came from England.

Watches were largely imported from Switzerland, both silver and nickel grades.

Paper in large quantities (joss paper) was imported from China. Germany and Belgium furnished writing paper and note paper of all descriptions, and Austria sent chiefly printing paper.

Cement.—English cement ruled the market, but a considerable quantity of the Hongkong make was used. A small shipment of the Japanese product was not appreciated, as it was of a very inferior quality.

Paints and oils were principally imported from England, including the cheapest and the best.

Aniline dyes were chiefly of German manufacture.

Sewing machine imports improved, and the only salable machines were United States varieties.

Rope.—The import of Russian and English made ropes was very small, as the Indian, Hongkong, and Manila products proved to be much cheaper.

Hats.—Felt hats of a common quality were imported extensively from Italy and Germany. Better felts came from England and Belgium. Straw hats came from Switzerland and Germany. Panama hats were from France and Switzerland. The latter are much liked by the native population, and high prices were paid for them—up to 10 ticals (or \$3.25 gold) apiece.

Preserves were chiefly imported from England, France, and Germany.

Flour was imported in large quantities, from the United States, as well as increasing quantities of canned goods.

Brandy.—Large importations of very cheap brandy came from Germany. Better kinds were from France. One house, for instance, imported about 1,000 cases last year of French brandy, which was sold at 22 ticals (\$7 gold) per case. German brandies cost about 8 or 9 ticals (\$2.50 to \$3 gold) per case.

Beer.—German beer was imported in large quantities. English stout is likewise popular with the natives. Toward the end of the year, small shipments of United States beer came to the market and found ready buyers.

Matches.—The import from Europe has ceased entirely, and Japanese matches, which are much cheaper, rule the market.

STATISTICS OF FOREIGN TRADE.

As a table is annexed giving the itemized values of the principal exports and imports of Siam for 1896, not much space is devoted to statistics in the body of this report. Only a few of the most important features are noted. On the whole, the year 1896 could be rated as one of the best Siam has experienced for some time. There was a decided increase in the foreign trade over that of 1895. The imports for 1896 were \$21,044,328 Mexican (\$10,522,164 gold) as compared with \$19,384,513 Mexican (\$9,692,256 gold) in 1895, while the exports in 1896 reached the high total of \$30,362,912 Mexican (\$15,181,456 gold) against \$25,280,598 Mexican (\$12,640,299 gold) in 1895.

The total foreign trade for 1896 was, therefore, \$51,407,240 Mexican (\$25,703,620 gold) against \$44,665,111 Mexican (\$22,332,555 gold) in 1895.

The one export which exceeded all the others combined was rice. This is the great staple of Siam, and is uniformly of good quality and finds a ready market. Siam has the richest agricultural area of Asiatic lands, and were all of it cultivated the export of rice would be tripled. The value exported in 1896 was \$20,957,043 Mexican

(\$10,478,522 gold). Teakwood ranks next to rice in Siam's products. This amounted to \$2,541,524 Mexican (\$1,270,762 gold). Most of the teak goes to Europe. It is in great demand for building naval vessels. At the present writing, the supply is not equal to the demand and prices are very high.

The leading imports were—aside from treasure, gold leaf, and miscellaneous—opium, \$999,316 Mexican (\$489,658 gold); chowls, \$827,383 Mexican (\$413,691 gold); miscellaneous piece goods, \$771,293 Mexican (\$385,646 gold); gunny bags, \$722,136 Mexican (\$361,068 gold); silk piece goods, \$563,326 Mexican (\$281,663 gold); kerosene oil, \$548,657 Mexican (\$274,328 gold); white shirtings, \$541,285 Mexican (\$270,642 gold); sugar, \$397,079 Mexican (\$210,451 gold); hardware, \$314,956 Mexican (\$157,478 gold); machinery, \$297,055 Mexican (\$148,527 gold); colored twist, \$246,287 Mexican (\$123,193 gold); liquors and wines, \$243,568 Mexican (\$124,784 gold).

I gave the total foreign trade as \$51,407,240 Mexican (\$25,703,620 gold). Good authorities tell me that the customs valuations are not entirely conclusive, and that at least \$2,000,000 Mexican (about \$1,000,000 gold) can be added to the first total.

The number of seagoing vessels that entered the port in 1896 was 468, of which 333 were British, 62 Norwegian and Swedish, 31 German, 26 French, 3 Danish, and 3 Siamese. The total tonnage was 433,960.

Here, as everywhere else, the British flag is most prominent. The enterprise shown by England in sending ships to every sea and merchants to every port is worthy of emulation.

NO UNITED STATES VESSELS.

Not one American steamer, ship, private yacht, or even gunboat visited this port in the whole year of 1896, and the entire responsibility of "showing the flag" and recalling to the Siamese memory the fact that the Stars and Stripes exist, devolved on this legation and consulate-general. Fortunately, the arrival of a gunboat in the early part of 1897 reminded the inhabitants of this part of the world that the United States has a flag and something worthy of carrying it upon the high seas.

THE FUTURE OF THE PACIFIC.

Before closing this report, I desire to urge again what I have repeatedly advanced in both official and private letters, that American commercial interests must bend their energies as never before to the thorough and persistent exploitation of this whole eastern Asiatic coast, from Vladivostok to Singapore. There is no greater opportunity in any other part of the world. Japan alone has a population exceeding that of all South America; China has as many millions as the greater part of Europe; Korea, Java, and the Philippines have as many accessible inhabitants as Africa; while Siam has a greater population than Australia and the lesser islands of the Pacific. True, the needs of these millions are not those of Caucasian and Christian lands, but the wants are those of human beings, and of such myriads that the prize is worthy of unceasing effort.

All eastern Asia is trembling with the oncoming tread of progress, and when once these uncounted hosts realize that old conditions of sloth and inaction must yield to the invasion of new ideas, new systems of society and government, then the movement all along the line, already powerfully inaugurated in Japan, will astonish the

world; the far East will no longer be despised or neglected by our commercial forces; those countries which have already begun a relentless campaign for control of Asia's trade will be prepared to take the lead in the division of spoils, and those who are laggards now will be forever relegated to the rear. The lands washed by the Pacific, both of the New and Old World, will be the home of commerce, with influence and resources that will enable them to divide the honors with Atlantic countries.

JOHN BARRETT,

Minister Resident and Consul-General.

BANGKOK, July 31, 1897.

Imports at the port of Bangkok, Siam, from January 1 to December 31, 1896.

[Values in Mexican and gold dollars.]

Articles.	Mexican.	Gold.	Articles.	Mexican.	Gold.
Brass and copper ware.	\$210,635	\$105,818	Miscellaneous.....	\$2,040,497	\$1,020,249
Biscuits.....	49,386	24,688	Oil:		
Betel nut.....	110,589	55,285	Kerosene.....	548,657	274,329
Cloth:			Lamp.....	207,751	103,878
Turkey red.....	62,127	31,064	Castor.....	68,517	34,259
Long.....	8,984	4,492	Opium.....	999,316	499,656
Cambrics.....	2,497	1,249	Piece goods:		
Camas.....	21,407	10,704	Colored.....	138,252	69,126
Chowls.....	827,383	413,692	Miscellaneous.....	771,293	385,647
Corrugated iron.....	96,148	48,074	Prints and chintzes.....	444,914	222,457
Cutlery.....	41,438	20,719	Paper.....	91,515	45,758
Copper sheathing.....	15,631	7,816	Personal use, provi-		
Copper coins.....	439,940	219,970	sions and articles for,		
Cartridges.....	1,256	628	duty free.....	165,083	82,547
Crockery ware.....	172,733	86,367	Planks.....	65,801	32,901
Cloth boxes.....	19,115	9,558	Rifles and ammunition.....	2,556	1,278
Candles.....	11,439	5,719	Shirting:		
Coal.....	71,235	35,618	White.....	541,295	270,643
Charcoal.....	43,789	24,396	Gray.....	214,538	107,269
Cocoanut.....	145,786	72,893	Silk:		
Cigars.....	24,048	12,024	Piece goods.....	563,326	281,663
Dynamite.....	12,845	6,423	Crapes.....	201,104	100,552
Dates.....	21,404	10,702	Chowls.....	69,238	34,619
Earthenware.....	43,961	21,980	Trousers.....	20,067	10,044
Fancy goods.....	7,261	3,630	Raw.....	18,172	9,046
Firecrackers.....	75,700	37,850	Silverware.....	9,754	4,877
Firewood.....	5,408	2,704	Steel.....	27,114	13,557
Flour.....	109,597	54,799	Ship chandlery.....	138,915	69,456
Fruit.....	159,948	79,974	Shoes.....	49,983	24,992
Gold leaf.....	1,085,956	517,978	Sugar.....	397,079	198,539
Glassware.....	184,205	92,103	Twist:		
Gunny bags.....	722,186	361,088	White.....	138,912	69,456
Gold paper.....	842	471	Red.....	84,711	42,356
Garlic, salt.....	130,217	65,109	Colored.....	246,287	123,144
Hardware.....	314,956	157,478	Thread:		
Hats.....	101,362	50,681	Gold.....	13,212	6,606
Iron.....	42,366	21,183	Silk.....	11,055	5,528
Jewelry.....	101,228	50,614	Cotton.....	24,840	12,420
Joss paper.....	48,149	24,065	Treasure.....	5,542,517	2,771,259
Joss sticks.....	60,328	30,164	Tin.....	9,100	4,550
Linen.....	3,829	1,915	Tiles.....	10,971	5,486
Lead.....	30,263	15,134	Tea.....	51,794	25,897
Liquors and wines.....	243,588	121,784	Tobacco.....	65,701	32,851
Muslin and jaconet.....	19,501	9,751	Umbrellas.....	99,626	49,813
Madapollams.....	17,288	8,684	Vermicelli.....	58,086	29,018
Machinery.....	297,065	148,528	Vegetables.....	41,701	20,851
Mattings.....	90,574	45,287	Woolen goods.....	37,924	18,962
Mat bags.....	9,631	4,816	Wax, bees'.....	53,018	26,509
Matches.....	224,840	112,420	Zinc sheathing.....	27,673	13,837
Medicine.....	81,757	40,879			
Molasses.....	55,667	27,834	Total.....	21,044,826	10,522,164

Exports from the port of Bangkok, Siam, from January 1 to December 31, 1896.

[Values in Mexican and gold dollars.]

Articles.	Mexican.	Gold.	Articles.	Mexican.	Gold.
Angrai bark	\$540	\$270	Mangrove bark	\$1,122	\$561
Agilla wood	5,943	2,972	Melon seed	343	172
Armadillo skins	1,807	904	Mexican dollars	1,965,906	982,953
Ashes	3,918	1,959	Niger seed	10,919	5,459
Betel nut	2,417	1,209	Onions	34,519	17,259
Buffalo and cow bones	19,344	9,672	Plasalit	77,856	38,928
Buffalo and cow horns	44,334	22,167	Pungtalai seed	12	6
Buffalo and cow hides	294,436	147,218	Pepper	276,748	133,374
Buffalo and cow hoofs	596	298	Peas	4,629	2,315
Beche de mer	54	27	Pampelmos	728	394
Birds' nests	175,458	87,729	Prawns, dried	1,032	516
Buffaloes	3,000	1,500	Pots, empty	9,035	4,518
Bullocks	460,294	230,147	Pans, iron	624	312
Cardamoms:			Ponies	604	304
Bastard	25,783	12,892	Rice	20,957,043	10,478,522
Best	14,220	7,110	Broken	214,945	107,473
Cutch	1,762	881	Paddy	39,468	19,734
Chillies	696	348	Rhinoceros horns	15,296	7,648
Cleaned cotton	9,539	4,769	Rhinoceros hides	9	5
Cotton, uncleaned	24,350	12,175	Rubies	20,000	10,000
Chunam	99,000	49,500	Ray skins	18	9
Cinnamon	48	24	Sapan wood	67,993	33,997
Cardamom-husk meal	237,490	118,730	Shark fins:		
Deer:			White	380	190
Horns—			Black	136	68
Old	3,097	1,549	Sticklac	110,729	55,365
Soft	13,144	6,572	Sugar	82,161	41,081
Sinews	2,583	1,292	Salt	16,192	8,096
Hides—			Snake skins	165	83
Fine	7,783	3,892	Silk, raw	62,897	31,449
Common	1,788	894	Sundries	890,389	440,195
Diamonds and precious stones	16,230	8,115	Turtle shells	583	292
Ebony	125,638	62,819	Tiger bones	936	468
Elephant hides	143	74	Tiger skins	579	289
Elephant bones	276	138	Tiger glue	13	7
Eggs	3,976	1,988	Teel seeds	73,676	36,838
Fish:			Tamarind	5,951	2,976
Plahaang	349,653	174,827	Teak wood:		
Maws	3	2	Scantling	22,299	11,149
Platoo	88,530	44,256	Shingles	82,487	41,244
Salt	149,357	74,684	Boards	8,646	4,323
Gamboge	19,162	9,081	Squares	941,519	470,759
Gum:			Planks	200,826	100,413
Benjamin	24,852	12,426	Timber	1,373,246	686,623
Damar	5,852	2,926	Log ends	11,661	5,831
Gold	17,793	8,897	Staves	5,026	2,513
Hide cuttings	3,284	1,642	Tobacco	9,490	4,730
Hemp	348	174	Tallow	447	224
Horses	850	425	Torches	96	48
Ivory	25,702	12,851	Tin	45,720	22,860
Indigo	108	54	Tea	1,368	684
Krachi wood	2,112	1,056	Teak butt ends	1,744	872
Kradow seed	2,475	1,238	Wood:		
Kingfisher feathers	2,129	1,065	Rose	163,907	81,954
Lotus seed	12,490	6,245	Iron	330	165
Leather	5,816	2,908	Padoo	28,067	14,034
Meat, salt	28,302	14,151	Yellow	421	211
Mussels, dried	193,290	96,145	Total	30,362,912	15,181,456

Return of Siamese and foreign shipping at the port of Bangkok, Siam, during the year 1896.

[Values in Mexican and gold dollars.]

Nationality of vessels.	With cargo.		In ballast.		Grand total.			
	Num-ber.	Ton-nage.	Num-ber.	Ton-nage.	Num-ber.	Ton-nage.	Mexican.	Gold.
Sailing vessels:								
Siamese	3	1,602	-----	-----	3	1,602	\$17,167	\$8,563.50
German	1	280	1	436	2	716	5,159	2,579.59
Norway and Sweden ..	4	1,931	25	11,960	29	13,891	39,079	19,539.50
Danish	2	1,073	1	397	3	1,470	35,437	17,718.50
Junks	-----	-----	-----	-----	-----	-----	230,129	115,064.50
Steamers:								
British	308	292,039	30	46,561	338	308,600	19,426,000	9,713,300.00
German	28	25,460	11	19,236	39	45,696	680,562	340,281.00
French	26	9,799	-----	-----	26	9,799	108,687	54,343.50
Norway and Sweden ..	23	40,089	10	12,097	33	52,186	501,508	250,754.00
Total	390	343,273	78	90,667	468	433,960	21,044,328	10,522,164.00

SUPPLEMENTARY REPORT.

Replying to the Department's circular of August 10, 1897, directing that certain supplementary data be prepared for publication in Commercial Relations, I would submit that many, if not most, of the points enumerated are covered in my general report dated July 31, but there are still other important matters which should not be overlooked in the commerce of a land that is developing as rapidly as Siam is to-day.

It is not possible to give absolute statistics on the exports and imports for the first half of 1897, as they are not obtainable in such form as to be of practicable value. There are features, however, that are known and can be discussed. The most important to American interests is the indicated increase of imports from the United States. While there has been a noteworthy advance all along the line, the chief increase over the same period of the previous year appears to have been in flour, canned goods, wines, and liquors, notably light beers and clarets, kerosene, machine or lubricating oils, lamps, sewing machines, street-car rolling stock, electrical appliances, certain classes of cotton goods, household supplies, typewriting machines, and novelties.

NEED OF UNITED STATES HOUSES.

The customs returns here, as well as those at home, do not show the majority of American exports as coming direct. In most instances, they are bought and sold either through Hongkong or Singapore, while a considerable portion is bought in Europe through the agents of firms located in Bangkok. Were there large United States importing and exporting firms in Bangkok, it is quite probable that the major part of such goods would come direct.

This permits me to emphasize what I have repeated time and time again, that there is an excellent opening for such a house here. I do not know of a better field in any Asiatic port from Vladivostok to Batavia. I do not speak from patriotic zeal, but from a purely business standpoint. There would be obstacles and hindrances, but they could be removed. I do not claim that this place is in any degree a commercial Klondyke, but such an investment should easily pay 10

per cent on the capital after the first year. A close survey of the list of imports and exports given in my main report of August 2 will show plainly what opportunities the Siam market affords.

GENERAL TREND OF TRADE.

The general trend of the foreign trade with Siam has not materially changed during 1897. It is possible that the total of exports and imports will be smaller than in 1896, but this will be due to lesser quantities of Siam's great staples, rice and teakwood, being shipped on account of smaller supplies and higher prices. The exports and imports of general products and supplies should not exhibit a decrease, as it is very plain that the demands of the country are increasing in variety and quantity. Exports to the United States are chiefly rice, teak, pepper and other spices, and tin, but these, as the imports, seldom go directly, and hence it is impossible to state exact figures.

MANUFACTURING.

The only manufacturing here of marked importance is that of rice from paddy, and it has reached great proportions. Numerous mills of large size line the river banks. With their tall chimneys belching forth black smoke night and day, they give Bangkok the appearance of a manufacturing center. New mills are going up every year, and the limit will be determined only by the supply of paddy from the fields.

It is sad but true that, whereas the first rice mill of size and importance was built and owned by Americans, not one of a score or more is now in their hands. They are controlled by Chinese, British, German, and Siamese capital. These mills require a large amount of machinery, which is supplied at present entirely by big Scotch firms. There seems to have been little or no effort made recently by United States rice-machine manufacturers to enter this market, although conditions have been carefully described by me in past reports. Letters and catalogues will not suffice; capable agents only can succeed in obtaining orders. This last remark would apply also to the introduction of many other kinds of products, where European exporters already control sales and competition is keen.

Next to the rice mills are the teak sawmills. There are about a dozen of these, owned chiefly by British and Chinese firms. They require considerable machinery, but buy most of it in England or use hand coolie labor. There is a prosperous shipbuilding and dock company, which purchases nearly all of its machinery in England. The only American agent, however, that has been here of late secured orders from them. The Government also maintains an extensive navy-yard and dock, requiring large quantities of supplies. They are chiefly obtained in England and Denmark.

PLANS FOR THE FUTURE.

Plans for the future in Siam include extensive waterworks and sewerage systems, which will probably be controlled and constructed by European engineers and contractors, as Americans have not taken advantage of the advice given by me over two years ago and repeated several times since. Aside from these plans, there are rumors of

more railroads, tramways, and extensions of the present telegraph and telephone systems.

The King is expected back from his European trip in December. After the grand festivities of his welcome are concluded, it is hoped that great improvement, material as well as political and social, will be inaugurated. Prominent engineers, capitalists, and promoters of various enterprises are beginning to gather in Bangkok, in the hope that, coincidentally with the King's return, new concessions of value and importance will be granted, but among them, I find no Americans except those already resident in Siam.

BICYCLES, SEWING MACHINES, ETC.

There is no reason why a good market for bicycles should not be developed in Bangkok. While the roads are not very good, they are suitable for bicycling. This is a city of magnificent distances, with both business and residence districts separated and not collected as in the "settlements" of many Chinese and Japanese ports. All that is required to make the demand for bicycles develop is to "push" the market. The sales of sewing machines, typewriters, light electrical appliances, tools, labor-saving devices, and various novelties of recent invention could be greatly increased by proper effort.

The market for United States agricultural implements is small, although this is an agricultural country, because the conditions of labor, soil, climate, and production do not seem to favor their use; but there should be a demand for windmills and pumps for irrigating purposes if once successfully started. The only locomotives used are built in England or Germany. They are not heavy or fast, but are possibly suited to the local necessities.

There is little market for boots and shoes, as the local demand is largely met by Chinese makers; but I believe that ready-made boots and shoes could be easily sold here in considerable quantities, if prices suited. At present, England supplies the market with the finished product, but Germany ships most of the leather sold to the cobblers.

QUALITY OF GOODS.

As to the greater excellence and superior finish of United States goods, it can be said that those qualities do not avail as much here as in more civilized and progressive lands. The chief point in Siam which makes things sell is cheapness, regardless of quality and appearance.

The above characteristics have, however, made an impression upon the local market, and will help the sale of American products to some degree.

CONDITIONS OF PACKING, EXCHANGE, ETC.

Local conditions of packing, transportation, exchange, banking, etc., are not yet fully understood in the United States, though often explained. As to packing, every exporter must remember that Siam is in the Tropics, with consequent and ever-present dampness. All goods that can be possibly affected by heat and dampness should be shipped in tin-lined boxes.

Exchange can be as easily and readily attended to here as in London or New York. There are two large banking agencies, which are branches of the two leading houses in Asia. If the importer is reliable, and desires a little time in payment of a draft, he is generally allowed to take advantage of a favorable turn in exchange.

Trade is well organized here, and no American exporter need think that he is doing business with mere "jungle wallahs." British, German, and Swiss manufacturers have built up their trade extensively by manufacturing certain patterns and quantities of goods, and getting them up in attractive shape to meet local peculiarities and customs. Such products are chiefly wearing apparel. If United States companies would exploit the field in the same way as their competitors, they would succeed equally well.

CURRENCY FLUCTUATIONS.

Changes in currency values have been inimical to imports from the United States. Siam, like most other Asiatic lands, is on a silver basis. The unit is a tical, which is worth 60 cents of a Mexican dollar, and goes up or down in gold value as the Mexican currency rises or falls. A few years ago $1\frac{1}{2}$ ticals were equal to \$1 gold. Now, $3\frac{1}{2}$ ticals are needed to make that amount. It therefore now requires so many ticals to purchase United States products priced in gold that the natives think twice before they buy things that formerly they purchased on sight. The Siamese Government is much disturbed over the depreciation of the tical, and is seriously alarmed at the outlook, especially as the supply of gold in the land is very small.

There have been no important changes in tariff rates, customs rules, port regulations, and wharfage dues. Harbor facilities are unchanged.

NEW PROJECTS.

Telegraph extensions include new lines into the interior and a submarine cable from the mainland to the island of Koh-Si-Chang, the outer harbor of Bangkok.

The new railway of 150 miles, to Kōrat from Bangkok, is not yet completed, but is open for about 100 miles of its length. Other railroad projects, including lines to Chiangmai in the far north, Petchaburee to the southwest, Pachim and Petriew to the east, and Anghin to the southeast, are much discussed, and if built will add to the prosperity of Siam.

The principal means of travel and transportation consist now, as for ages in the past, of the numerous rivers and intersecting canals. One or two new canals have recently been constructed by private companies, but the Government is woefully lax in dredging and keeping open the old ones. An enterprising United States company, operating several medium-sized dredgers of the latest style, should be able to make paying contracts.

COMMUNICATION WITH THE UNITED STATES.

Regular communication with the United States is through Hongkong and Singapore. First-class freight steamers, averaging 800 to 1,000 tons, ply almost daily between Bangkok and the above-named ports. Exports shipped from the United States via New York can come direct to Singapore and be transshipped there to Bangkok. There are two steamers a month leaving New York for Singapore and the far east. Several trans-Atlantic companies have also lines running to Singapore and beyond.

Goods should be marked to be transshipped at Singapore when sent to Bangkok. Pacific coast shipments come via Hongkong, and are there transshipped. Therefore only one transfer is required from the Atlantic or Pacific seaboard to Bangkok.

Letters going direct commonly require forty to forty-five days, and three months are needed for replies.

Freight shipments would probably average sixty to eighty days in reaching Bangkok, unless given quick dispatch, when the time might be reduced to from forty-five to seventy days.

Bangkok has telegraphic connections with the outside world, and all firms use the established codes. Freight rates have decreased during the last two years, but have not reached a sufficiently low point to materially aid United States shippers.

COMMERCIAL LICENSES, TARIFF, ETC.

Commercial travelers require no licenses here, and as Bangkok would be the only port visited, no passports; still they should be fully and properly accredited. Siam has so little merchant marine that it is not worthy of note.

Quarantine regulations are temporary, enacted and enforced as occasion demands. There is no discrimination against American vessels, and there are no tariff charges other than those provided for in the treaties, the average duty on imports being only 3 per cent ad valorem, except 5 per cent on wines, etc.

There are no patent, copyright, or trade-mark laws in Siam, but a foreigner may be liable under extraterritorial jurisdiction for infringement of international treaties. There is no law requiring goods to be marked so as to show the country of origin or manufacture.

Siam will continue to grow and prosper commercially, until she will become well and favorably known throughout the world, if she takes advantages of her resources and opportunities.

After several years study I am convinced that Siam provides a field worthy of the careful attention of United States manufacturers and exporters. While I am gratified at the considerable increase of interest which has been manifested of late—a result, I hope, of past agitation—I must state that far stronger efforts will be required if the United States is to figure prominently and permanently in the foreign trade of this Kingdom.

JOHN BARRETT,

Minister Resident and Consul-General.

BANGKOK, October 28, 1897.

Value of exports declared for the United States at Bangkok during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Pepper, white	\$1,206.52	\$1,253.92	.....	.....	\$2,460.44
Rice, white cleaned garden .....	.....	.....	.....	\$5,024.73	5,024.73
Teakwood	342.30	.....	\$3,548.66	.....	3,890.96
Total .....	.....	.....	.....	.....	9,376.13

NOTE.—These returns give no adequate idea of Siamese exports to the United States, nearly all of the business being done through Hongkong and Singapore. A large per cent of the rice imported into the United States from Hongkong is Siamese product transhipped, while a considerable part of the spices, etc., imported from Singapore come from Siam. Far more teakwood than here recorded goes to the United States, as known to the consul-general from personal investigation.

STRAITS SETTLEMENTS.

In compliance with the instructions contained in the Department's circular of the 10th of August last, I have the honor to transmit herewith a report on the commerce and industries of the colony of the Straits Settlements, which I have compiled with special care, and have endeavored, without making too voluminous, to render sufficiently comprehensive for all practical purposes.

To complete it, however, this report will require to be supplemented by another, giving particulars as to the trade of the first half of the current year, of which, owing to the nonappearance up to date of official returns, I have been unable here to treat except in résumé.

INTRODUCTION.

The Straits Settlements, constituting together a single British Crown colony, are situated upon, or on the islands immediately adjacent to, the Malay peninsula, at the southern extremity of which lies Singapore, the capital and principal port, the other ports being Penang and Malacca.

The area of the colony is 1,526 square miles; it comprises the island of Singapore, the town and province of Malacca, the territory and island of the Dingdings, the town and island of Penang, Province Wellesley and their dependencies. The Cocos or Keeling Islands and Christmas Island, situated in the Indian Ocean, were placed under the government of the Straits Settlements in 1886 and 1889, respectively. The governor of the Straits Settlements is also high commissioner for the federated Malay States, and high commissioner for the territories of the British North Borneo Company, Brunei and Sarawak.

COMMERCE.

In 1896, the value of the gross trade of this colony, deducting treasure, was—

	Mexican.	Sterling.	United States currency.
Imports	\$186,196,932	£20,218,851	\$98,395,038
Exports	161,777,519	17,566,784	85,483,888
Total	347,974,451	37,784,635	183,878,926

In 1895, the value of the same trade was—

	Mexican.	Sterling.	United States currency.
Imports	\$185,351,490	£19,531,837	\$95,051,685
Exports	160,817,743	16,927,502	82,377,688
Total	346,169,233	36,459,339	177,429,373

This represents an increase in value during these twelve months of—

	Mexican.	Sterling.	United States currency.
Imports	\$485,442	£287,014	\$3,343,353
Exports	859,776	638,282	3,106,200
Total	1,305,218	1,325,296	6,449,553

The principal articles of export from the Straits Settlements are gambier, gutta-percha, coffee, hides, rattans, sago flour, pepper, tin, tapioca, copra, nutmegs, canes, gum benjamin, gum copal, gum dammar, gamboge, sticklac, and mother-of-pearl shells.

The principal articles of import into the Straits Settlements are cotton goods, specie, provisions, coal, rice, hardware and cutlery, twist, colored and plain handkerchiefs, paper, malt liquor, spirits, tobacco, wheat flour, petroleum, and the chief articles of European and American manufacture.

Particulars with regard to the trade and shipping of the colony will be found in the accompanying marine department's report for 1896, which may be generally relied upon except as regards exports to and imports from the United States, which when not coming direct, but after having been reshipped at an intermediate port, are credited to the latter; as, for instance, American flour is credited to Hongkong, because exported from California there, and from there here.

These errors will be found corrected, however, in my statement attached herewith.

Of the trade for the six months ending June 30 of the present year, I can only give a summary, since the official returns have not yet been made public.

The total value of the trade for that half year was \$176,374,292 (Mexican), £18,096,736, \$88,067,766 (United States currency), against \$171,002,252 (Mexican), £18,881,496, \$91,886,800 (United States currency) for the corresponding period of 1896, showing that during that time the trade in question had increased in value by \$5,372,040 (Mexican), but, owing to the great fall in exchange, decreased in sterling and United States currency by £784,760 and \$3,819,034, respectively.*

The value of imports during the first half of 1897 was \$97,444,453 (Mexican), or £9,998,206 18s. (\$48,656,270 United States currency), an increase of \$6,000,000 Mexican, but a decrease in sterling £59,812, or \$291,075 United States currency, as compared with that for the same period of 1896. The most noticeable increases are in live animals, food, drink, etc., especially rice, and in manufactured textiles, particularly cotton piece goods.

The value of exports was \$78,929,839 (Mexican), or £8,098,530 (\$39,411,496 United States currency), showing a falling off of about \$1,000,000 (Mexican), but in sterling of as much as £724,928, or \$3,527,959 United States currency, as compared with the figures for the first half of 1896. This falling off was mainly due to the decline in the sterling price of tin.

The plan above adopted for establishing the United States equivalent of local currency has been to convert the latter at the average demand rate into sterling, and this again into United States dollars at Treasury valuation.

SHIPPING.

The tonnage of ocean-going vessels, including war ships, arrived at and cleared from the ports of the colony during 1896 was 13,052,630, against 11,684,795 tons in 1895.

During the first six months of the present year, the aggregate tonnage of arrivals and departures in Singapore alone was 4,710,348,

* In a letter dated October 19, 1897, the consul-general says that he wishes to express the opinion that it is not altogether fair to measure the value of the gross trade of the colony by the gold standard, when a considerable proportion of that trade is with silver-using countries, such as the colony itself.

which is 464,728 tons more than during the corresponding period of 1896; and there is every indication that the tonnage of the colony for this year will exceed that for the year previous.

FINANCIAL.

CURRENCY.

The silver dollar (British, Mexican, Hongkong, and Japanese) of 100 cents is used with the following silver and copper coins representing fractional parts of a dollar:

Silver: Fifty-cent (half dollar) piece, 20-cent piece, 10-cent piece, 5-cent piece. Copper: 1-cent piece, one-half-cent piece, one-fourth-cent piece.

Bank-note circulation, \$6,734,049 (Mexican).

The note issue is in the hands of the Chartered Bank of India, Australia, and China, and the Hongkong and Shanghai Banking Corporation. The first-named bank is bound by its charter of corporation, and the other by ordinance, to maintain specie to the extent of one-third the amount of the issue of notes.

EXCHANGE.

During the year 1896, the average rate with London was: Bank bills sterling, in demand 2s. 2½d. sterling, four months' sight, 2s. 2¼d. The average of exchange on New York is obtained by converting the above demand rate on London into United States currency at 4s. 2d. to the dollar.

The banking institutions doing business in the colony are the following:

Bank.	Capital.	Note circulation (Mexican dollars).
The Chartered Bank of India, Australia, and China.	£800,000	\$1,252,000 at Singapore; \$1,451,476 at Penang.
Hongkong and Shanghai Banking Corporation.	£10,000,000	\$2,608,614 at Singapore; \$1,421,959 at Penang.
Mercantile Bank of India, Limited....	£562,500	None.
Nederlandsche Handel-Maatschappij (Netherlands Trading Society).	* 35,733,000	

* Mexican dollars.

* Florins. (1 fl. = 40.2 cts.)

GOVERNMENT REVENUE.

The actual receipts for the year 1896 were \$308,209 Mexican in excess of the amount estimated, and \$217,704 Mexican in excess of the revenue of the previous year.

The transactions for the year, which had been estimated to result in a deficit of \$36,102 Mexican, realized, on the contrary, a surplus of \$308,974 Mexican.

The total revenue for the year 1896 was \$4,223,881 Mexican, and the total expenditure \$3,958,896 Mexican.

TRANSPORTATION.

OCEAN.

The great ocean lines connecting Singapore with the ports of Europe and the far East, and, by transshipment, with those of the Atlantic and Pacific coasts of the United States, are:

- (1) The Compagnie des Messageries Maritimes (French);
- (2) The

Peninsula and Oriental Steam Navigation Company (British); (3) The Norddeutscher Lloyd (German); (4) Austrian Lloyds Steam Navigation Company (Austrian); (5) The Compañía Transatlántica (Spanish); (6) The Deutsche Dampfschiffs Rhederei (German); (7) The Ocean Steamship Company (British); (8) The Glen Line of Steam Packets (British); (9) The Navigazione Generale Italiana (Italian); (10) The Ben Line (British); (11) The China Mutual Steam Navigation Company, Limited (British); (12) The Nippon Yusen Kaisha (Japan).

In addition to the above, there are now steamers, under charter to Messrs. Barber & Co., of New York, leaving that port about twice a month for this and the ports of China and Japan; but these, though direct, are not regular and carry only freight.

LINES TO ADJACENT STATES AND COLONIES.

The British India Steam Navigation Company, Limited (British), Singapore, Calcutta, and intermediate ports; the Koninklijke Paketvaart Maatschappij (Dutch), Singapore and Batavia; the Messageries Maritimes (French), branch line, Singapore and Java ports, Singapore and Saigon; Ocean Steamship Company (British), Singapore to Bangkok, Saigon, Netherlands, Indies, and British North Borneo; Apcar and Jardine lines (British), Hongkong to Calcutta, calling at Singapore; Sarawak and Singapore Steamship Company (Sarawak government); Singapore and Kuchin (Sarawak); coastwise and river lines.

There are numerous vessels engaged in the coasting trade of the Malay Peninsula, between Singapore and Penang, which call at the intermediate ports of Malacca, the Dindings, Port Dickson and Port Weld, and also proceed up the Klang and Perak rivers as far as navigable.

The Straits Steamship Company is the principal line in this trade and the one which carries the regular mail.

ROADS, RAILWAYS, AND CANALS.

There is a complete system of macadamized roads throughout the colony of the Straits Settlements, but since these are not commercial routes, they will not be considered in the present report. There are no navigable canals in the colony proper, no railways, and only about 10 miles of tramway at Penang.

For particulars in regard to this whole subject of transportation, I would refer to my contribution to the Department's Special Consular Report of 1895 entitled "Highways of Commerce."*

MEANS AND TIME OF COMMUNICATION BETWEEN THE UNITED STATES AND SINGAPORE.

(1) From San Francisco via Yokohama and Shanghai to Hongkong and thence by transshipment to Singapore via Saigon; (2) from New York to Europe and thence by transshipment via Suez Canal and Colombo to Singapore; (3) from New York to Singapore direct via Suez Canal and Colombo.

To the Pacific coast, the first of these routes is the most expedi-

tious; to the Atlantic coast, the second. The third, though direct, consumes more time, from the fact of the steamers being slower, besides which they have as yet no fixed dates of departure.

FREIGHT.

Freight to London has increased. Last year, it averaged 12s. 6d. (£3) per ton, Singapore scale; this year it averaged 20s. (£4.86) per ton, Singapore scale.

To the United States (New York) it has decreased. In 1896 it ruled from 20s. to 25s. (£4.86 to \$6) per ton, Singapore scale; in 1897 it ruled from 15s. to 22s. 6d. (£3.64 to \$5.46) per ton, Singapore scale.

To San Francisco via Hongkong: To Hongkong \$3 per ton without any deviation since last year; to San Francisco and Calcutta as per schedule inclosed.

INDUSTRIES.

The following are the principal local industries: The tin smelting works, said to be the largest in the world, the yearly consumption of which is stated to be 64,933,333 pounds of ore and the yearly output 45,333,333 pounds of metal; the aerated water works, which are estimated to turn out about 12,500 gallons per month; the ice works, manufacturing on an average 70 tons (British) of ice per day; the canning works, producing some 100,000 cases of preserved pineapples per season.

Besides the above, there are also a number of sawmills, small rice cleaning mills, and distilleries, of which it has not yet been possible to obtain particulars, and the shipbuilding yards, the output of which is given in the marine department's report inclosed.

TELEGRAPHS.

Through the eastern extension of the Australasia and China Telegraph Company's system and connections, this colony is in telegraphic communication with all parts of the world.

MEANS OF DEVELOPING AMERICAN TRADE.

Regarding the packing of goods, I would refer to my report of May 18, 1895,* which treats fully of that subject.

As to the matter of credits, etc., I have to say that the prevailing system is, to pay the European manufacturer cash on delivery of bill of lading to London agent of local purchasing house, except in the case of articles new to the market, which it is customary to forward on consignment, the manufacturer receiving 50 per cent of quotation value on production of bill of lading, and the consignee deducting as commission $7\frac{1}{2}$ per cent on proceeds of sales.

Since practically all transactions are effected through London and are based upon the sterling rate of exchange, it would seem advisable, until this can be altered by means of more direct banking facilities with the United States, that manufacturers there quote their prices free on board in New York or San Francisco in pounds, shillings, and pence, instead of United States dollars.

To successfully compete in this or any other market of the far East,

*Consular Reports, No. 160, p. 249.

our manufacturers should also, in my opinion, study the local requirements and bring their products to the immediate knowledge of the public on the spot, which object I think they could not better accomplish than by means of a permanent exhibit, established at a central distributing point, such as Singapore.

The inclosed statement of imports from the United States will show that there is already a fair and growing demand here for American products. This demand, I am confident, can be immensely increased by the adoption of a plan such as the one I have suggested.

The following are, I consider, the articles in which we could most successfully compete with European manufacturers in these parts:

(1) Machinery, especially electrical for lighting and mining purposes; several orders for the former have already been obtained. (2) Bicycles, if made more after the English model. There is, for some reason, an objection here to the wooden tires. (3) Cutlery and hardware. (4) Clocks and watches, condensed milk, butter, cheese, etc., now only imported to a limited extent. (5) Cotton goods, especially prints, designed to suit native taste.

It should be remembered that there are no duties on foreign imports entering the Straits Settlements; that no restrictions are imposed here upon commercial travelers, and that Singapore supplies not only this colony, but the whole of the Malay Peninsula, the adjacent states, and to a great extent, all the islands of the Indian Archipelago.

There are no laws or regulations in this colony of a discriminating character which affect American shipping, or any requiring goods to be marked so as to show the country of origin or manufacture; neither are there any import duties here, and all taxes and excises fall upon the consumer.

E. SPENCER PRATT, *Consul-General.*

SINGAPORE, *October 12, 1897.*

Value of articles imported from the United States of America into the Straits Settlements during the years 1895-96.

Articles.	1895.		1896.	
	Mexican.	United States currency.	Mexican.	United States currency.
Arms and ammunition			\$675	\$350
Cartridges	\$730	\$360		
Muskets and rifles	5,245	2,670	560	190
Pistols and revolvers	420	210		
Books and maps	180	91		
Brass ware	207	105		
Bread and biscuits	500	255		
Carriage and carriage materials	2,705	1,370	12,765	6,630
Clocks and watches	4,820	2,180	5,346	2,730
Confectionery	360	183		
Cards, playing			70	36
Canvas	650	330	2,250	1,170
Coal			4,500	2,340
Cabinet ware			150	78
Drugs and chemicals			1,130	548
Flour, wheat	1,288,842	657,300	1,523,368	792,160
Fruits, preserved	13,202	6,730	9,612	4,998
Fancy goods and toys	510	260	257	130
Gas and electric lighting materials	2,700	1,370	9,211	4,730
Glass and glassware	1,070	545	80	15
Hams and bacon	290	147		
Hardware and cutlery	5,950	3,030	3,150	1,630
Ironware			1,181	598
Jewelry	400	204		
Lamps and lamp ware	978	498	1,340	696
Leather ware			190	98
Linen cloth	300	158		
Musical instruments			100	52

Value of articles imported from the United States of America, etc.—Continued,

Articles.	1895.		1896.	
	Mexican.	United States currency.	Mexican.	United States currency.
Medicines	\$3,288	\$1,675	\$3,080	\$1,600
Milk, condensed	2,288	1,164	1,580	785
Machinery	800	408	32,843	17,130
Nails, iron	—	—	1,000	528
Oilman's stores	18,638	9,506	5,700	2,960
Oil:				
Lubricating	34,298	16,475	76,675	39,890
Petroleum	357,170	182,150	258,995	129,680
Paints	500	255	578	300
Perfumery	350	178	—	—
Provisions	613	280	—	—
Plated ware	—	—	400	208
Pitch	—	—	805	418
Stationery	535	272	282	136
Sundries	3,000	1,530	—	—
Soap and soda	—	—	200	52
Scrap iron	—	—	4,000	2,080
Silk piece goods	—	—	800	416
Tobacco	4,415	2,250	2,735	1,420
Tobacco cigars	65	33	—	—
Tools, implements	4,480	2,270	8,175	4,250
Tar	—	—	2,400	1,248
Vegetables, preserved	1,900	989	—	—
Wine	110	56	50	26
Wick and waste	110	56	1,980	1,029
Wooden ware	715	364	1,993	1,036
Total	1,763,175	—	1,980,156	—

1896 \$1,046,512
 1895 902,745

Increase in United States gold 143,767

Value of articles exported from the Straits Settlements to the United States of America during the years 1895-96.

Articles.	1895.		1896.	
	Mexican.	United States currency.	Mexican.	United States currency.
Arms	—	—	\$100	\$52
Beer and ale	—	—	210	109
Cabinetware	—	—	50	26
Cassia	\$388	\$197	50	26
Coffee	1,206,927	616,060	586,481	304,970
Cubebs	30,727	15,670	2,013	1,046
Cloves	5,810	2,960	700	364
Cutch	4,480	2,284	6,255	3,250
Cattle	50	25	—	—
Canes	1,925	980	5,028	2,614
Dragons' blood	—	—	1,180	606
Fancy goods and toys	—	—	100	52
Fruits, preserved	5,810	2,960	4,880	2,527
Pines	—	—	—	—
Gutta	81,253	41,440	71,563	37,212
Gambier	1,769,986	902,690	1,601,539	832,900
Gambouge	885	451	2,745	1,427
Gum:				
Copal	348,917	176,920	296,363	154,104
Dammar	14,591	7,440	30,623	15,924
Benjamin	900	459	—	—
Gin	19	9	—	—
Hides:				
Raw	28,230	14,390	36,325	18,890
Tanned	380	193	—	—
Horns	100	51	—	—
Hosiery apparel	1,075	548	—	—
Musical instruments	—	—	400	208
Mace	48,944	24,980	46,606	24,236
Nutmegs	341,851	174,344	311,144	161,800
Oil:				
Cajeput	2,100	1,070	—	—
Essential	2,100	1,070	10,910	5,675
Wood	2,247	1,145	—	—

Value of articles exported from the Straits Settlements, etc.—Continued.

Articles.	1895.		1896.	
	Mexican.	United States currency.	Mexican.	United States currency.
Pepper:				
Black	\$810,394	\$413,300	\$439,606	\$228,506
White	275,947	140,730	79,308	41,240
Long	7,179	3,060	4,728	2,458
Putch leaf	—	—	2,970	1,545
Rattans	643,180	328,020	1,145,411	595,615
Rubber	204,760	104,427	167,471	87,085
Rattan ware	39	19	—	—
Rum	—	—	60	31
Sago	342,439	175,644	140,641	73,228
Shells:				
Green snail	1,965	1,002	5,066	2,635
Tortoises	30,760	15,680	3,330	1,732
Of sorts	—	—	4,557	2,370
Tapioca	297,598	151,770	347,223	180,490
Tin	5,710,732	2,912,490	9,082,220	4,722,760
Wild animals	2,580	1,315	200	104
Wine, claret	50	25	—	—
Whisky	40	20	69	35
Total	12,227,748	—	14,438,275	—

1896 \$7,630,628

1896 6,200,607

Increase in United States gold ¹ 1,370,021

¹ On April 30, 1897, Mr. Pratt wrote:

"It is gratifying to be able to report that, notwithstanding a falling off in the importation and exportation of certain specific articles, the general trade between the United States and this colony has greatly improved during the past year over what it was during the year preceding. As regards exports, the greatest increase was in tin, tapioca, rattans, gum dammar, hides, and essential oil, and the greatest decrease in coffee, gutta, gum copal, cubobs, white and black pepper, sago, rubber, and nutmegs; and as regards imports, the greatest increase was in flour, carriages and carriage materials, machinery, lubricating oils, and gas and electric lighting materials, and the greatest decrease in petroleum and oilman's stores.

"If in the face of the unsettled conditions prevailing during the last twelve months we have been able not only to maintain, but to so materially enhance the value of our export trade to this colony, I am confident that, with proper exertion, we can increase it to a far greater extent in the future."

The following tables, showing the shipping and general trade of the Straits Settlements, together with remarks on certain classes of the trade, are taken from the Annual Report on the Marine Department, 1896 (published in supplement to Government Gazette, May 18, 1897), inclosed by Consul-General Pratt:

SHIPPING.

Arrivals.

Nationality.	Merchant vessels.		War ships, etc.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British	2,965	2,630,006	50	110,131	3,015	2,740,139
German	321	484,844	2	6,360	323	491,104
Dutch	342	283,777	14	15,152	356	298,929
French	121	182,300	9	18,730	130	201,130
Spanish	62	110,720	12	36,731	64	147,451
Swedish and Norwegian	71	79,797	—	—	71	79,797
Austrian	26	62,315	4	5,970	30	68,285
Japanese	25	54,172	1	3,300	26	56,472
Italian	53	46,818	—	—	53	46,818
Russian	9	25,503	36	130,530	45	156,033
Sarawak	58	24,955	2	192	60	25,147
American	5	4,896	—	—	5	4,896
Belgian	1	1,689	—	—	1	1,689
Arabian	1	—	—	—	1	—
Nicaraguan	1	673	—	—	1	673
Siamese	—	—	12	9,308	12	9,308
Portuguese	—	—	3	5,693	3	5,693
Malay	—	—	11	1,785	11	1,785
Total	4,551	3,992,906	156	342,870	4,707	4,335,775

Departures.

Nationality.	Merchant vessels.		War ships, etc.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British	2,967	2,630,472	50	113,630	3,017	2,744,102
German	322	484,447	2	6,850	324	490,797
Dutch	842	284,410	14	15,152	856	299,562
French	121	182,390	9	18,730	130	201,120
Spanish	52	110,720	12	26,751	64	147,451
Swedish and Norwegian	71	79,737	—	—	71	79,737
Austrian	26	62,515	3	3,470	29	65,735
Japanese	25	54,172	1	2,900	26	56,472
Italian	53	46,318	—	—	53	46,318
Russian	9	25,503	36	130,530	45	155,033
Sarawak	58	24,955	2	192	60	25,147
American	5	4,896	—	—	5	4,896
Belgian	1	1,689	—	—	1	1,689
Arabian	1	848	—	—	1	848
Nicaraguan	1	673	—	—	1	673
Siamese	—	—	12	9,303	12	9,303
Portuguese	—	—	3	5,686	3	5,686
Malay	—	—	11	1,785	11	1,785
Total	4,554	3,993,605	155	343,899	4,709	4,337,474

The following table shows the number of new vessels built at Singapore during the year:

	Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Registered under merchant shipping act	1	120	49	4,812	50	4,932
Registered under the colonial shipping act	2	28	21	813	23	841
Registered under the junks and Tongkangs ordinance	—	—	32	2,790	32	2,790
Registered as cargo boats	—	—	169	2,259	169	2,259
Total	3	148	271	10,674	274	10,822

In addition to the above vessels, three steel screw steamers of 1,389 tons gross were built at this port to the order of Dutch subjects.

COMMERCE.

The prominent feature in trade for the last year is the evidence that an epoch has been reached in the history of the tin industry, for which the colony has long been noted. Singapore for the first time shows a decrease in the quantity sent out, and though there is a trivial advance for the whole colony, proofs are ample that, at any rate for some time, the output will not equal that of former years. Surface mining has nearly reached an end, and in the future it is from lode mining that supplies will be obtained.

The import of textiles as a class has largely declined in value and bulk, and the trade in Manchester goods has not been remunerative. Notwithstanding these drawbacks, the commerce of the colony has increased in dollar as well as in sterling values, both in imports and exports. Thus trade in merchandise with other countries rose on each side nearly 1½ per cent. Imports from the United Kingdom show a decline of 6½ per cent in dollar value, and exports a decrease of 13½ per cent. The decrease in imports was in cottons, coal, bar and rod iron, and telegraphic materials. Tin, gambier, gutta, and nutmegs show the decline in exports. In the trade with Europe imports rose from Germany, Belgium, and Italy, and fell from Austria, France, Holland, and Russia. Exports to Holland declined, but increased to every other continental country. Imports from the United States fell off, but in wheat flour there was a large increase, and this being purchased for Hongkong was credited to that place and not to the United States.

A short review of the trade by classes brings out these results:

Rice alone accounts for an increased import value of nearly \$4,000,000 (over \$2,000,000 gold), prices having risen enormously, not to speak of increased consignments. (pium, wheat flour, live stock, and malt liquors also give important increases over the figures for 1895. Fish is the only article which has a marked decrease in value, but the food class as a whole yields an increase of over \$4,000,000.

Imports of textiles fell by over \$3,000,000 (\$1,056,000 gold), chiefly in apparel and hosiery, plain cotton piece goods, dyed yarns, sarongs and kains, and gunnies.

Manufactured metals generally show well up on the previous year, but not enough to cover the difference between the large value of telegraphic materials imported in 1895 and this year's import.

Miscellaneous manufactured goods were greater in value by over \$500,000 (\$264,000 gold), principally seen in imports of dynamite, carriages, including cycles, cement, glass, paints, and paper. Coal and petroleum between them account for a decline in import value of nearly \$1,000,000 (\$528,000 gold).

Turning to exports under food stuffs, sugar shows the most serious falling off, and sago and tapioca together yield a small increase.

Spices fell by nearly five-sixths of a million dollars (\$483,000 gold), of which deficiency pepper alone contributed over two-thirds and nutmegs nearly half that proportion, followed by smaller decreases under nearly all other kinds.

The export of tin fell by over \$2,250,000 (\$1,170,000 gold), and gambier also, with an increased output, declined in value by nearly \$750,000 (\$390,000 gold).

There were satisfactory increases in most gums and resins, especially in gutta-percha and india rubber, which alone yielded a rise of over \$500,000 (\$264,000 gold), the only serious falling off occurring in sticklac, with a decline in the export value of over \$250,000 (\$180,000 gold).

Copra and rattan gave an increase, when taken together, of nearly \$1,750,000 (\$910,000 gold), hides of nearly \$500,000 (\$264,000 gold), and planks and timber over that amount.

Percentage of trade by countries.

	1895.	1896.	Increase.	Decrease.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom.....	14.3	12.7		1.6
BRITISH POSSESSIONS.				
British India and Burma.....	10.9	11.1		
Hongkong.....	7.1	7.9		
Other colonies.....	1.2	1.3		
	19.2	20.3	1.1	
FOREIGN COUNTRIES.				
Malay Peninsula.....	16.5	16.3		
Netherlands India.....	17.2	17.6		
Siam proper.....	5.1	5.2		
China.....	2.1	2.2		
France.....	2.9	3.3		
French Indo-China colony.....	1.9	2		
Germany.....	2.3	2.5		
United States of America.....	4.1	4		
Japan.....	1.3	1.2		
Austria.....	.6	.6		
Belgium.....	.4	.4		
Italy.....	.4	.7		
Holland.....	1.4	1.3		
Other countries.....	8.9	4.0		
	60.1	61.3	1.2	
Inter-Settlement.....	6.4	5.7		.7
Total.....	100	100		

SOME OF THE PRINCIPAL ARTICLES OF TRADE.

Cotton goods.—The total import of cotton piece goods into the colony, exclusive of sarongs and kains, reached 3,799,583 pieces, of a declared value of \$9,142,195 (\$4,753,941 gold), a decrease of 548,118 pieces as compared with the import for the previous year.

The following table shows the larger imports, in pieces, from the principal places in 1896 and 1895:

	United Kingdom.	British India, excluding Burma.	France.	French India.	Japan.	Hong-kong.
SINGAPORE.						
Plain cotton, 1896	1,710,971	42,840	3,180	1,960	70,283	9,216
Dyed cotton, 1896	144,661	109,248	12,457	64,940	29,930	23,988
Printed cotton, 1896	374,449	8,688	7,064	—	232	—
Plain cotton, 1895	2,066,749	58,562	6,891	6,888	72,943	18,837
Dyed cotton, 1895	159,297	101,700	22,163	51,688	65,653	32,944
Printed cotton, 1895	406,679	8,153	15,637	400	400	100
PENANG.						
Plain cotton, 1896	543,444	25,709	200	606	426	3,082
Dyed cotton, 1896	112,619	104,109	840	2,800	370	61,406
Printed cotton, 1896	164,211	15,620	—	80	—	522
Plain cotton, 1895	606,408	41,990	—	325	1,008	1,336
Dyed cotton, 1895	84,374	106,346	4,264	22,436	3,560	74,483
Printed cotton, 1895	121,199	20,006	17,800	—	—	—

Continental consignments fell by 41,757 pieces.

Austria sent 22,264 pieces, a decrease of 43,567; Belgium 13,201, an increase of 3,091; France, chiefly of Swiss origin, 23,691, a decrease of 43,064; Holland 19,763, a decrease of 10,010; and Italy, probably mostly of Swiss origin, 50,076, an increase of 40,394 pieces.

The imports of gray yarn reached 11,005 bales, a decrease of 112, compared with 1895. From Bombay 5,482 bales received, compared with 5,685 in the previous year, and from United Kingdom 3,029 bales received, compared with 3,550 last year. From Calcutta 2,286 bales were received, an increase of 617. From Japan 64 bales were credited, with no import in 1895. This is a new business, and will probably show some development in 1897.

Imports of dyed yarn fell off 4,161 bales, because of large stocks on hand. Imports of sewing thread, valued at \$442,772 (\$230,240 gold), a decrease of \$87,000 (\$46,000 gold) as compared with the year 1895. Imports of cotton handkerchiefs fell from 150,515 dozen to 104,588 dozen in 1896. The import of cotton blankets shows a slight decrease of 2,000 pieces on a total of 491,897 pieces in 1895. From the United Kingdom 448,703 of the 489,599 pieces were received, an increase of 32,000 pieces, and the continent sent 26,707 pieces, against 51,870 in 1895.

Coal.—The following table shows the imports from the principal places for the last five years:

Years.	United Kingdom.	Japan.	Australia.	Borneo (Sarawak and Labuan).	Bengal.	Tongkin.	Other places.	Total imports.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1892	183,169	51,047	75,997	21,259	833	—	—	334,305
1893	151,008	118,379	38,406	11,273	14,928	—	150	334,136
1894	187,025	192,409	30,431	22,917	4,652	300	1,003	438,737
1895	157,070	194,053	42,279	47,844	18,774	8,006	80	498,106
1896	96,836	239,613	31,648	52,044	17,479	1,596	500	442,765

Petroleum.—A decrease of 170,882 cases of petroleum imported is recorded. A change in the system of distributing Langkat oil is the explanation for the decline in imports since 1894. In that year all the oil was sent to Singapore, stored there and sold from that port, whereas in 1895, and still to a greater extent in 1896, the same vessels which loaded at Langkat merely passed through Singapore, discharging a portion of their cargoes when required, or sailed direct to other places.

Thus in 1894, 762,000 cases were landed in the colony, while in 1895 435,000 cases were landed and 136,000 passed through Singapore, and in 1896, 378,000 cases were landed in the colony and no less than 693,000 cases went on by way of Singapore, of which Java received 290,000, Sumatra 86,000, Dutch Borneo, 11,000, Japan 24,000, Siam 124,000, Saigon 78,000, and Hongkong and China 180,000.

Russian oil decreased by the equivalent of 114,000 cases, and American by 14,000 cases, but Rangoon oil rose by 14,000 cases.

From Batoum five vessels arrived with petroleum for Singapore, of which two were tank steamers with oil in bulk, while last year the same number of vessels arrived, of which four were tank steamers.

From the United States three vessels arrived at Singapore, or one less than in 1895.

The total exports of the colony reached 585,502 cases, an increase of 96,492 cases over last year.

To Bangkok, excluding that merely passing through the port, Singapore sent over 50,000 cases, a few thousand over last year's export; to Acheen and Sumatra ports were sent nearly 130,000 cases, an increase of 33,000; to Perak, 73,000 cases sent show an increase of 8,000; to Selangor, 15,644 sent give a decrease of over 10,000 cases; to Dutch Borneo, 53,000 cases sent show an increase of 14,000; and to Hongkong 84,000 cases were sent, while none was sent in 1895.

The following table gives the imports from the principal countries for the last five years:

Years.	United States of America.	Russia.	Sumatra.	Other places.	Total imports.
	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>
1892.....	322,858	394,151	104,296	4,684	825,991
1893.....	241,229	507,137	276,792	3,358	1,028,516
1894.....	205,624	298,124	762,320	370	1,236,438
1895.....	114,189	458,387	434,700	8,585	1,015,861
1896.....	99,944	844,532	378,148	22,365	844,979

Apparel, hosiery, millinery, etc.—Total import value \$2,469,303 (\$1,283,800 gold), a decrease of \$460,000. Total export value \$1,094,949 (\$549,200 gold), a decrease of \$252,000. Of the total imports, Hongkong and China sent to the value of \$950,609 (\$455,900 gold), chiefly in ready-made Chinese clothing, a decline of \$655,000; Germany sent, principally of singlets and hosiery, \$513,254 (\$316,800 gold) value, an increase of \$149,000; and the United Kingdom, \$519,410 (\$270,000 gold) value, a decrease of \$23,000.

Silk piece goods.—The number of pieces imported in 1896 was 301,301, an increase of 24,000 pieces; but the value showed a falling off, the total reaching \$1,979,528 (\$1,029,300 gold). From Hongkong 206,824 pieces were received, an increase of 48,000 pieces.

Woolen goods.—The total import of woolen blankets amounted to 60,582 pieces, a decline of 27,000, and the value showed \$129,000 (\$63,000 gold). Woolen cloth imported gave 38,557 pieces, an increase of 7,000, with a value of \$517,000 (\$268,800 gold). All other kinds of cloth not classified, including woolen yarn, valued on importation \$100,000 (\$52,800 gold), a fall of \$28,000 compared with 1895.

Machinery and tools.—Import value of machinery \$421,000 (\$218,900 gold), a decrease of \$50,000; from the United Kingdom a value of \$322,000 (\$167,400 gold) was received, and from Germany \$50,000 (\$26,400 gold) value.

Of tools, implements, and instruments, the value of \$155,000 (\$69,600 gold) was received, a decrease of \$5,000. From the United Kingdom the import value of \$69,000 (\$35,800 gold) compares with \$80,000 (\$40,800 gold) in 1895; and from Germany \$62,000 (\$32,200 gold) compares with \$60,000 (\$30,600 gold) in the previous year.

Metals, etc.—Hardware and cutlery imports valued \$922,000 (\$479,000 gold), an increase of \$102,000. From the United Kingdom, \$439,000 (\$223,000 gold) compares with \$470,000 (\$239,000 gold) in 1895; from Germany, \$339,000 (\$176,000 gold) compares with \$230,000 (\$117,000 gold); and from Belgium, \$36,000 (\$18,700 gold) compares with \$55,000 (\$28,000 gold) in 1895. Ironware imports valued \$497,000 (\$258,000 gold), an increase of \$48,000. From the United Kingdom \$294,000 (\$152,000 gold) imported gives an increase of \$66,000; and from Germany \$53,000 (\$27,000 gold) value received shows a decrease of over \$10,000. Corrugated iron import value increased from \$166,000 in 1895 to \$287,000. Iron bar and nail rod fell from \$363,000 import value in 1895 to \$280,000 in 1896. Copper-ware imports of \$139,000 show an increase of \$2,000. Brass ware shows imports \$176,000, a decline of \$25,000. Yellow metal sheathing imports give \$67,000 value,

a fall of \$32,000. Copper sheathing imports valued \$38,000, a decrease of \$7,000. Iron nails (wire and rose) rose in value from \$154,000 value imported in 1895 to \$185,000 in 1896. Steel import value rose from \$207,000 in 1895 to \$253,000 in 1896. Zinc sheathing fell from \$78,000 value in 1895 to \$47,000 in 1896. Tin plates rose to \$218,000 value imported, an increase of \$26,000. Zinc ware import value reached \$72,000, a decrease of \$8,000 compared with 1895. Anchors and chains valued \$47,000 imported, an increase of \$10,000 over the imports of the previous year. Telegraph materials fell from an import value of \$596,000 in 1895 to \$190,000 in 1896.

Trade with western countries, 1896.

Countries.	Imports.		Exports.	
	Mexican.	United States currency.	Mexican.	United States currency.
United Kingdom.....	\$18,884,000	\$10,008,500	\$25,413,000	\$12,468,800
Austria.....	754,700	399,900	1,852,800	716,800
Belgium.....	1,082,100	532,300	429,500	227,600
France.....	916,300	485,600	10,840,500	5,480,400
Germany.....	3,432,300	1,819,100	5,212,100	2,732,400
Holland.....	1,058,900	561,200	3,618,909	1,864,600
Italy.....	739,300	391,800	1,552,200	822,600
Russia.....	639,600	338,900	637,500	336,800
United States ¹	432,100	229,000	13,420,000	7,112,000

¹ The consul-general gives in his report a more correct statement of imports from the United States.

Trade with the principal eastern countries, 1896.

Countries.	Imports.		Exports.	
	Mexican.	United States currency.	Mexican.	United States currency.
China.....	\$3,305,000	\$1,750,000	\$4,479,000	\$2,370,000
Hongkong.....	17,361,000	9,190,000	10,171,000	5,390,000
British India.....	17,136,000	9,080,000	4,459,000	2,360,000
Johore.....	7,272,000	3,780,000	2,704,000	1,420,000
Perak.....	13,430,000	7,116,000	7,131,000	3,770,000
Selangor.....	12,933,000	6,850,000	5,927,000	3,140,000
Java.....	4,928,000	2,610,000	10,974,000	5,810,000
Sumatra.....	8,286,000	4,390,000	10,750,000	5,590,000
Siam.....	13,278,000	7,035,000	8,778,000	4,650,000
Japan.....	3,797,000	2,010,000	542,000	280,000

It is to be noted that treasure is not included in the above statement.

The total value of imports in 1896 into the settlement of Singapore, excluding treasure, was \$187,220,000 (\$72,460,000 gold), and the exports were valued at \$114,631,000 (\$60,525,000 gold).

The value of imports into Penang was \$47,058,000 (\$24,927,000 gold) and of exports \$44,861,000 (\$23,686,000 gold).

Imports into Malacca amounted to \$1,918,000 (\$1,012,000 gold) and exports to \$2,285,000 (\$1,206,000 gold).

FOREIGN POSTAL RATES.

The Straits Settlements Postal Guide, inclosed by Consul-General Pratt, gives the rates for foreign postage as follows:

	Mexican.	United States currency.
Letters, per one-half ounce.....	Cents. 8	Cents. 4
Postal cards.....	3	1½
Printed papers, per 2 ounces.....	1	1

For commercial papers and patterns the charge is the same as for printed papers, except that the lowest charge for each packet is 8 and 3 cents (Mexican) respectively. For registration 5 cents (2½ cents, gold) is charged.

PACIFIC MAIL AND OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANIES.

Rates of freight from Hongkong to San Francisco on the undernoted cargo shipped on through bills of lading signed in the Straits Settlements, Java ports, Aden, Colombo, or Bombay, exclusive of transfer expenses at Hongkong, are given below. All rates are in United States gold coin:

Cardamums, in cases	per picul	\$0.90
Cassia, in boxes or bales	do	1.00
Castor seed	do	.80
Cinnamon, in bales:		
Lots of 100 bales or over	do	1.30
Lots under 100 bales	do	1.35
Cinnamon, in bags	do	1.10
Cloves, in bags	do	1.10
Cocoanut oil, in hogsheads	do	.75
Cocoa, in bags	do	.75
Coffee, in bags	do	.46½
Copra, in bags	do	.70
Cotton seed	do	1.45
Dry hides	per ton of 40 feet	10.00
Dates:		
Wet	per picul	.50
Dry	do	.75
Ebony	per pound	.00½
Essential oils	1 per cent ad valorem	
Gambier:		
Block—Lots of 25 tons or over	per picul	.50
Lots of less than 25 tons	do	.55
Cube—Lots of 25 tons or over	do	.55
Lots of less than 25 tons	do	.75
Ginger:		
Wet	per ton of 40 feet	8.00
Dry	per picul	.70
Goatskins	per ton of 40 feet	13.00
Gum copal:		
Lots of 5 tons or over	per picul	.67½
Lots of less than 5 tons	do	.70
Gunnies	per ton of 40 feet	8.00
Hemp seed	per picul	.75
Indian condiments	per ton of 40 feet	8.00
Indigo	do	15.00
Jute	do	8.00
Kapok	do	5.00
Linseed	per picul	.60
Mace	do	1.00
Nutmegs	do	1.00
Paddy	do	.70
Pepper:		
Lots of 25 tons or over	do	.55
Lots of less than 25 tons	do	.75
Plumbago, in packages	do	.50
Pineapples	per ton of 40 feet	8.00
Rattans	per picul	1.50
Rice, in bags	do	.50
Sago:		
Lots of 25 tons or over	do	.45
Lots of less than 25 tons	do	.50
Saltpeter	do	.60
Shellac	per ton of 40 feet	10.00
Sticklac, in lots of 10 tons or over	per picul	.70
Sugar, refined in bags	do	.55
Tapioca:		
Lots of 25 tons or over	do	.45
Lots of less than 25 tons	do	.50

Tin.....	per picul..	\$0.20
Tumeric.....	do.....	.70
Tea and desiccated cocoanuts.....	do.....	8.00

Picul = 133½ pounds.

Schedule of rates of freights from Singapore to Calcutta per steamers of Messrs. Apar & Co., the Indo-China Steam Navigation Company, Limited, and the British India Steam Navigation Company, Limited, on and from June 1, 1895.

Goods.	Rates.	
	By direct steamers.	By indirect steamers.
Gambier, China roots, glue, garlic, galangal.....	per picul gross..	\$0.50
Copra, pepper, sago, tapioca, gum dammar, gum copal, sticklac, bamboo camphor, wild nutmegs, munsils.....	per picul gross..	.45
Sugar, tin, copper, iron.....	do.....	.35
Betel nuts.....	do.....	.40
Rattans, sandalwood, sapanwood, hides, Malacca canes.....	do.....	.60
Cubbs, nutmegs, mace, cloves:		
In bags.....	do.....	.75
In cases.....	per 50 cubic feet..	5.00
China camphor in cases or casks, piculs. 1 to 1.25.....	each.....	.75
Malay camphor, valuable.....	per \$100..	1.25
Treasures:		
Specie up to \$25,000.....	do.....	.25
Specie over \$25,000.....	do.....	.20
Matches.....	per case..	2.00
Gum benjamin.....	do.....	.65
Hemp.....	per bale..	1.50
Measurement goods, cigars, tea, tobacco.....	per 50 cubic feet..	8.00
Empty bottles:		
In cases or boxes.....	do.....	5.00
In basket of 12 cubic feet.....	per basket..	1.00
Timber, in logs.....	per 50 cubic feet..	8.00
Planks.....	do.....	7.00
Genetry seeds:		
Cheap quality.....	per picul..	.50
Valuable kind.....	per \$100..	1.25
Gold and silverware and jewelry.....	do.....	1.25
Arrack or rum.....	per cask..	4.00
Silk goods.....	per 50 cubic feet..	10.00
Kayu Putih oil in cases about 5 cubic feet.....	per case..	.75
China cups and plates.....	per roll 10 inches..	.15
China cups and plates in baskets.....	per basket 7 feet 3 inches..	.50
Flower pots in baskets.....	per basket 5 feet..	.50
Carriages:		
Four-wheeled.....	each.....	40.00
Two-wheeled.....	do.....	30.00
Horse, without attendant.....	do.....	40.00
Pony, without attendant.....	do.....	30.00
Tiger, including one attendant.....	do.....	60.00
Cockatoos.....	do.....	.50
Orang-outangs.....	do.....	10.00
Monkeys:		
Small.....	do.....	.50
Large.....	do.....	1.00
Cassowaries (birds).....	do.....	5.00
Rice birds (small).....	per \$100..	5.00
Tapir.....	each.....	25.00

Picul = 133½ pounds. The rates given are in Mexican dollars, which, according to the United States Director of the Mint, is a little less than 50 cents.

SUPPLEMENTARY REPORT.

Consul-General Pratt writes from Singapore, under date of November 9, 1897:

I have the honor to supplement the industrial and commercial report I transmitted on the 12th ultimo by the inclosed, which treats of the trade of this colony with the United States for the first half of 1897, information which it was impossible to furnish until the publication of the official returns for the second quarter of the present year, which have only now made their appearance.

Return of imports from the United States for the six months ending June 30, 1897.

Articles.	Mexican.	United States currency.
Arms and ammunition:		
Cartridges	\$390	\$454
Muskets, etc.	1, 180	602
Brassware	125	63
Beer and ale	290	148
Cabinetware	50	25
Carriages and carriage materials	6, 340	3, 239
Clocks and watches	1, 770	904
Drugs and chemicals	4, 940	2, 534
Fruits, dried and preserved	3, 538	1, 877
Dyed cotton goods	400	204
Fancy goods	10	5
Glass and glassware	350	178
Gas and electric lighting materials	400	204
Hardware and cutlery	2, 500	1, 277
Hosiery, apparel, etc.	925	472
Ironware	80	30
Jewelry	720	367
Lamps and lampware	2, 000	1, 022
Milk, condensed	1, 400	715
Machinery	124, 405	63, 570
Oil:		
Petroleum	180, 752	92, 272
Lubricating	88, 168	44, 064
Oilman's stores	2, 285	1, 167
Provisions, fresh and salted	50	25
Paper and paperware	20	10
Perfumery	400	204
Stationery	530	270
Telegraph and telephone materials	3, 300	1, 688
Tools, implements, etc.	1, 620	827
Wine:		
Claret	304	155
Still, of all sorts	365	189
Woodenware	550	281
Wheat flour	518, 164	264, 781
Tobacco	1, 703	870
Total	950, 505	485, 708

According to the United States Director of the Mint, the mean value of the Mexican dollar in the first six months of 1897 was 51.1 cents.

Return of exports to the United States for the six months ending June 30, 1897.

Articles.	Mexican.	United States currency.
Coffee	\$727, 699	\$371, 854
Cassia	15, 000	7, 971
Cloves	12, 150	6, 308
Cubebs	900	459
Cotton	919	469
Canes and sticks	345	187
Fruits, preserved	790	403
Gambier	1, 019, 152	520, 796
Gum copal	226, 423	115, 702
Gum dammar	27, 855	14, 233
Gums, other sorts	2, 300	1, 175
Gutta	49, 711	25, 402
Hides	7, 700	3, 934
Mace	17, 004	8, 985
Nutmegs	101, 752	51, 985
Oil (cayuput)	5, 100	2, 606
Pepper:		
Black	536, 574	274, 189
White	12, 124	6, 195
Long	1, 059	547
Rattans	421, 918	215, 599
Rubber	46, 705	24, 066
Sago	112, 512	57, 493
Shells:		
Green snail	1, 979	1, 011
M. O. P.	1, 417	724
Other sorts	1, 870	955
Tapioca	118, 252	63, 426
Tin	4, 469, 210	2, 278, 656
Total	7, 920, 239	4, 047, 342

Under date of November 15, 1897, the consul-general continues his supplementary report on the trade for the first half of 1897, as follows:

During the first half of 1897, as compared with the first half of 1896, the trade of this colony with the United States has increased in value by \$124,655, Mexican (\$63,698, gold), for imports, and \$1,077,714, Mexican (\$550,711), gold, for exports.

In imports, the increase has been mainly in machinery, petroleum, and other oils; the decrease mainly in wheat flour. In exports, the increase has been mainly in coffee, gambier, gum copal, black pepper, sago, and tin; the decrease mainly in nutmegs, white pepper, rattans, and rubber.

The marked increase in the importation here of United States machinery is to be attributed, I think, largely to the fact that the docks, etc., have been induced to procure their electric plant, etc., from the United States, a course which I have advocated and shall continue to advocate, with a view to deciding the mines and newly projected railways in the interior to also supply themselves from America instead of from elsewhere.

Altogether, I think we may congratulate ourselves on the present improved condition of our export trade with these settlements, and may fairly expect that properly directed effort will produce a far more rapid improvement in that trade in the near future.

MALAY STATES.

I have the honor to submit herewith an article from The Straits Times, of Singapore, which, as a résumé of the reports which have just appeared for 1896, will give a fair idea of existing conditions in the Federated Malay States.

E. SPENCER PRATT,
Consul-General.

SINGAPORE, August 16, 1897.

[From The Straits Times.]

FEDERATED MALAYA.

PERAK.

The revenue for 1896 amounted to \$3,960,871.* Compared with 1895, the collections fell off by \$72,740, owing mainly to the low price of tin and the smaller consumption of opium from the high price of that drug. The expenditure reached \$3,989,376 against \$3,757,008, the outlay for 1895. The expenditure of the year was the largest since the introduction of the residential system. Large supplementary votes were allowed to the railway to press on the extension of the Kinta Valley line toward Kuala Kangsar and Taiping. The financial position of the State on the 1st of January last was: Assets, \$714,599; liabilities, \$121,356; excess assets, \$593,243. The debt due by Pahang to Perak has been taken over by Selangor; but Negri Sembilan owes Perak \$200,000. The total volume of trade in 1896 reached slightly over \$23,000,000, a decrease of \$2,173,000 compared with 1895, mostly in exports. This decrease shows most under tin, to the amount of \$1,723,131. The administration arrangements have been remodeled with the introduction of federation, and are now based on the principle of periodical increments to salaries, on the basis of the salary for the man and not for the post. The land revenue continually increased and reached \$280,798 in 1896, against \$152,900 in 1892. The acreage alienated also increases, and irrigation schemes to foster rice cultivation are in hand in Lower

* Mexican dollars. The consul-general estimates the mean value of the Mexican dollar in 1896 as 52.85 cents United States currency.

Perak and in Krian. Over 35,000 acres have been taken up for European coffee estates, almost all for the Liberian kind, with encouraging results. Six thousand four hundred and five acres of new land for European coffee estates were given out during 1896.

Malays and Chinese have also taken increasingly to coffee growing, chiefly in Batang Padang. The same is the case with pepper, owing to high prices. Several Europeans have embarked in cocoanut planting. Ramie growing is also engaging attention, owing to the climate and rainfall of the State being adapted to the cultivation of that fiber. The preparation of banana flour has also been undertaken by a European coffee planter, with promising results. The tin production began to show decrease. The average price of tin for the past three years has been, commencing with 1894, \$37.58, \$34.28, and \$31.76 per picul (133½ pounds), respectively. This last is the lowest average for six years. The total weight of metallic tin on which duty was received by the Government, ore being reckoned as containing 65 per cent of metal, amounted to 383,226 piculs (22,754 tons), being less by 17,720 piculs, or 1,052 tons, than the corresponding figures for 1895. Lode tin mining has not turned out favorably. A welcome change in the administration of the mines was introduced by the coming into operation of a mining code. The Bukit Mas Company, which started to mine gold, has had to be reconstructed from want of sufficient capital.

Nearly one million and a quarter of dollars were spent in public works, mostly on roads, streets, and bridges. Most of the sanitary boards did good work. Seven hundred and twenty thousand eight hundred and seventy-six dollars were spent on railways, of which over \$533,000 went on construction. Thirteen miles of new lines were opened. One hundred and twenty miles of new lines are under contemplation, including a branch from Larut to Prai, in Province Wellesley. The public health of the State was fairly good. The education of Malays goes on satisfactorily, and the Sultan takes great interest in the subject. English schools attracted more pupils. The post and telegraph department shows steady growth of revenue. The population returns indicate decrease in Chinese immigration. Measures have been taken to encourage Tamil immigration. The population of the State now exceeds 280,000, against 214,000 in 1891. Mr. W. H. Treacher, who signs the report as resident, in noting the accomplishment of federation, mentions that the Federated States commenced the present year with a total estimated revenue of \$8,509,038 and an estimated total expenditure of \$9,087,687, of which \$2,917,062, provided from surplus balances, is for nonrecurring expenditure and devoted to works, building, railway extension, and irrigation.

SELANGOR.

The revenue collected during the year amounted to \$3,756,936, as against \$3,806,211 in 1895. The expenditure amounted to \$3,572,583, against \$3,083,386 in 1895, the principal items being public works, \$1,379,496; railways, \$875,689; establishments, \$510,802. The balances in banks and treasuries on the 1st of January, 1897, were \$93,991. On the 1st of January, 1896, the excess of assets over liabilities amounted to \$2,311,509, and on the 1st of January, 1897, to \$2,306,467. The total value of trade amounted to \$21,137,303, and the following figures give the comparative returns of the last two years: Imports, 1895, \$10,759,123; 1896, \$9,131,194. Exports, 1895, \$13,955,803; 1896, \$12,006,108. Mr. J. P. Rodger, the resident, notes that the year under review was an unsuccessful one for miners, because of the prevailing low price of tin and the high cost of rice. On the other hand, there was a marked development of planting enterprise, chiefly in connection with Liberian coffee, both among Europeans and Asiatics, and new plantations were opened in every district of the State. The total revenue derived from lands and mines amounted to \$137,305, as against \$144,760 in 1895. The export of metallic tin amounted to 346,653 piculs (28,391 tons), a decrease of 14,847 piculs (873 tons), as compared with the previous year; but this decrease is due to market rates, and in no way implies that the mines are less rich than formerly, the output being simply regulated by prevailing prices. The area of land held under mining titles at the end of last year was 28,756 acres, and 129 pumping engines were employed. The expenditure on works and buildings amounted to \$411,911. The total expenditure on roads and bridges was \$1,126,268. By far the most important piece of road work is that of the Pahang Trunk Road, commenced in 1894, and still under construction. The length of this road, which connects the railway terminus at Kuala Kubu with the Pahang River at Kuala Lipis, is nearly 85 miles, and the estimated cost is \$1,250,000. The cost to date has been \$745,810, of which \$517,144 was expended during the year under review. The total expenditure of the railway department was \$410,602. The length of mileage open for traffic is 70 miles, and the total receipts were \$720,008. No extensions were opened during the year under review, but that to Kajang, 8½

miles, was to be ready for opening in May, and that to Kuala Klang, 5½ miles, is also nearly completed. The latter extension, however, will not be available for public traffic until the new wharves are completed, although it will, in the meanwhile, be of great value for departmental purposes. Surveys of proposed extensions are now being carried out to Kuala Lipis in Pahang, and to Tanjung Malim, on the frontier of Perak, to connect with the Perak railway system. Another proposed extension, which will shortly be surveyed, is that to the frontier of Negri Sembilan. The health of the State was generally good and there was no outbreak of any epidemic. Three new schools were opened during the year. An English girl's school was opened during the year at Kuala Lumpur, under the charge of a certificated teacher, and there were 32 names enrolled on the register. The number of letters and parcels carried during the year amounted to 1,243,674, an increase of 18 per cent as compared with the returns of the previous year. It is probable that the population of Selangor now exceeds 160,000 persons, of whom two-thirds are Chinese. The report concludes by affirming that the federation system has so far been found to be a success in Selangor.

NEGRI SEMBILAN.

Mr. E. W. Birch, who signs the report on Negri Sembilan, urges an increase of officers there and a greater expenditure of public money. The State, in his opinion, suffers from an attempt to obtain the maximum amount of work from the minimum number of officers. There has been one long endeavor in the State to make the expenditure come within the revenue. Mr. Birch suggests the reverse system, to make the revenue suit the expenditure, by increasing the number of officers so as insure an efficient collection of the revenue by opening up the country, by converting the soft roads of the Negri Sembilan into metalled highways, and by encouraging foreign settlers to take up the land. Progress has, however, made great strides under the present system. The existing roadways are probably sufficient, and the State can boast of some 18 European coffee estates, but the efforts of the resident and his officers have always been hindered by the want of money, and nothing but unstinting assistance from the Federal purse can convert those efforts into works of lasting benefit. The revenue for the Negri Sembilan for 1896 amounted to \$555,329, an increase of \$19,887 over that of 1895. The total expenditure for the year was \$573,569, being \$18,240 in excess of the revenue. On the 1st of January, 1897, the financial condition of the State was as follows: Assets, \$106,834; liabilities, \$514,075; excess liabilities, \$407,241. The public debt of the State amounts to \$498,139.34, as follows: Straits Settlements, \$258,139.34; Perak, \$210,000; Perak State Savings Bank, \$30,000. The returns for 1896 give the following result: Value of imports, \$2,123,572; value of exports, \$1,234,787; total value of trade, \$3,358,359. Decrease, as compared with 1895, \$303,384. Twenty-four thousand three hundred and sixty-nine piculs (133½ pounds) of tin were exported in 1896, against 19,675 piculs in 1895. As regards tin ore, the figures are 36,947 piculs in 1896, against 36,451 in 1895. There are but few large mines. Mining in Jelebu is now practically stagnant. Gold mining is looking up at Chervang and Ulu Gedok. Chindras is being prospected for gold. The Port Dickson-Seremban Railway yielded a net profit of \$24,851 in 1896. In Tampin coffee cultivation is extending, and the tapioea industry largely contributes to trade.

PAHANG.

The revenue of Pahang for 1896 amounted to \$160,947, an increase of \$54,203 over the revenue for the previous year, and \$25,930 in excess of the estimates. The expenditure for the year amounted to \$462,619, exceeding the estimates by \$226,962 and the revenue by \$301,672. Of this sum \$253,028 was money actually expended during the year on the administration of the State and upon public works, while the balance, \$209,591, was special expenditure from loans. On the 1st of January last the liabilities of the State exceeded the assets by \$1,635,424. The imports reached \$1,081,773 and the exports \$896,058. The principal exports are gold, tin, and jungle produce. Land revenue has increased through improved methods of collection. The land system needs thorough reform, but want of money stands in the way. The royalty on gold exported from Ulu Pahang came to \$32,792, against \$20,789 in 1895. The gold export in 1896 showed increase, the figures being: Penjom, 8,430 ounces; Raub, 8,144 ounces, and Selensing, 4,643 ounces. Less tin was exported, but the State has bright tin-mining prospects, say experts. The original gold-mining concessions granted by the Sultan to various persons during 1886, 1887, and 1888 have all now been canceled, with the exception of those upon which bona fide mining work on a sufficient scale has been done. The last of these unworked concessions in Ulu Pahang, that at Raub, held by the Malay Peninsula Prospecting Company, was canceled on

the 11th of January, 1896. The population has increased, and is estimated now at 70,000. Mr. Clifford thus concludes the report:

"It is now over eight years since a British resident was appointed to Pahang, and seven and a half years have elapsed since the full administration of the country was taken over; yet the first and only road of any importance is still under construction, and has only been undertaken within the last two years. While communication with the civilized States on the Western seaboard continued to be difficult, and while the communications between different parts of the State were equally imperfect, little could be effected either toward civilizing the people or developing the country. A beginning has now been made, and an improvement is already noticeable. This improvement will, I trust, be maintained in future years, but the lesson that a new country can neither be pacified nor developed without a reasonable expenditure upon roads and communications will not, it is to be hoped, be again forgotten."

DECLARED EXPORTS, STRAITS SETTLEMENTS.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
PENANG.					
Mace.....	\$3,633.84	\$6,073.84	\$4,348.18	\$2,089.97	\$16,140.83
Mace picking.....				2,734.77	2,734.77
Nutmegs.....	37,358.14	89,948.15	21,710.63	25,373.61	124,390.53
Nutmeg oil.....				398.35	398.35
Patchouli leaves.....	1,393.72	309.37			1,703.09
Patchouli oil.....	209.12				209.12
Pepper:					
Black.....		4,817.26	9,133.81	31,735.71	45,186.79
White.....	3,711.93	9,274.52	6,063.16	4,640.30	23,689.91
Tin.....	415,854.39	497,226.08	355,757.45	290,306.09	1,559,144.01
Total.....	462,161.14	557,149.22	397,008.24	357,278.80	1,773,597.40
SINGAPORE.					
Coffee.....	115,147.70	133,430.49	217,340.83	149,864.83	615,783.35
Cutch.....	23,466.22	8,482.40	11,946.68	13,650.15	57,554.45
Cassia.....	10,142.46	16,956.88	3,910.10	9,109.29	40,118.73
Canes.....	274.61	176.34	121.88	4,409.90	4,982.73
Cubebs.....	1,056.60				1,056.60
Cloves.....			2,344.41		2,344.41
Dragon's blood.....	216.83				216.83
Gambier.....	177,092.33	358,353.37	828,692.86	174,879.94	1,039,018.50
Gambouge.....			1,202.30		1,202.30
Gutta.....	4,408.05	3,773.96	7,442.57	14,958.25	30,582.83
Gum:					
Damar.....	1,948.39	9,675.38	7,488.71	8,499.64	27,612.12
Copal.....	28,453.98	27,410.34	50,315.27	63,790.11	169,969.70
Hides, buffalo.....	10,197.46	5,842.83	4,051.55	444.41	20,596.25
Kapok.....			533.40		533.40
Japan goods.....		346.96			346.96
Mace.....	2,975.33	1,071.39	935.37	353.11	5,335.20
Nutmegs.....	10,283.25	26,263.92	20,886.08	13,581.67	81,014.92
Oil:					
Essential.....	2,629.01		3,163.54		5,792.55
Cajeput.....			2,741.44		2,741.44
Pepper:					
Black.....	37,502.66	38,070.06	155,561.98	67,161.20	298,295.90
White.....	9,611.25	9,578.22	4,209.96	118.49	23,517.92
Long.....	881.03			818.61	1,699.64
Pineapples.....	597.40	537.96	433.91	97.53	1,666.80
Rubber.....	20,182.44	10,892.32	7,122.28	30,363.74	68,560.78
Rattans.....	170,800.94	174,256.27	131,607.04	102,986.71	579,650.96
Sago.....	22,611.72	18,590.24	62,673.03	22,891.68	116,636.67
Shells.....	1,732.32	743.39	1,111.59	228.48	5,813.78
Tin.....	346,067.45	382,488.86	395,581.37	758,816.18	1,882,953.06
Tapioca.....	32,519.07	37,046.99	68,106.92	25,828.06	163,501.06
Wild animals.....		275.07	296.40	239.30	810.77
Wood oil.....		159.75			159.75
Total.....	1,030,798.50	1,273,693.39	1,479,718.97	1,465,098.30	5,249,309.16

TURKEY IN ASIA.

ERZERUM.

The total trade of Erzerum for the year 1896 amounted to \$1,524,671, of which \$812,671 were imports and \$712,000 were exports. Of the imports, \$11,850 were from the United States, \$150,700 from Persia, and \$650,121 from Europe. From the United States, the imports were: Calico, \$5,600; drugs, \$300; hair-cutting machines, \$50; lamps, \$300; petroleum, \$400; paper, \$300; sewing machines, \$800; rubber shoes, \$800; watches, \$1,800, and sundries, \$1,500. For 1895, the imports were \$4,600, which show an increase of \$7,250 for 1896. This increase represents the amount of goods purchased by one of the leading merchants, and the only progressive one of the city, who made a business trip to the United States to study its manufactures and to establish a business connection. His purchases, though insignificant from a Western point of view, were large for this country. Of the imports from Europe, England furnished \$316,295; France, \$71,776; Germany, \$52,750; Russia, \$109,340; Austria, \$62,870; Italy, \$27,950; Belgium, \$9,140. Persia supplied rugs valued at \$45,000, wool valued at \$16,000, and sundries at \$26,000. Table A gives the amount and value of the import trade in detail.

EXPORTS.

The total exports amounted to \$712,000; to Europe, \$110,400 worth was sent, and to other provinces in the Empire, \$601,600. The exports to Europe were: Furs, valued at \$12,000, to France and Russia; hides and skins, \$44,000, to France and Russia; linseed, \$26,400, to France; sheep and goat casings, \$8,000, to Germany; other articles, \$20,000. The principal exports to the provinces were: Dried beef, \$50,000; oxen and cows, \$142,000; sheep, \$350,000, and other articles, \$30,000. Table B gives the export trade in detail.

IMPORTS FOR 1895 AND 1896.

The principal articles imported in 1896 show an increase over 1895 of \$29,730. There is, however, a total decrease in imports of \$60,828. The principal articles which show an increase over 1895 are: Calico, a gain of \$15,380; prints, of \$4,600; thread, of \$2,200; linen, of \$3,200; coffee, of \$2,300; iron, of \$2,000; Manchester goods, of \$1,200. There was a decrease in the importation of sheep of \$2,000; of leather, \$2,500; of horses, \$1,800. Table C gives the imports for 1895 and 1896.

EXPORTS FOR 1895 AND 1896.

There was an increase of \$60,500 in the exports of 1896 over 1895, as follows: Furs, \$1,000; casings, \$8,000, and other articles, \$2,000. These are the exports to Europe, and show an increase of \$11,000. To Turkish provinces there was an increase of \$49,500, made up as follows: Dried beef, \$1,600; grain, \$5,600; oxen and cows, \$10,000; sheep, \$30,000, and other articles, \$3,600. Table D gives the exports for 1895 and 1896.

GENERAL REMARKS.

Erzerum, the capital of the province and the principal city of eastern Turkey, supplies not only the towns and villages in the immediate neighborhood, but is the depot for Persia and the cities and towns of lower eastern Turkey, Bitlis, Moush, Van, and many minor towns and villages. Merchants here purchase from Constantinople, either through their regular agents at the capital, or by going once or twice a year to buy their goods in person. Business is not done on a large scale. A merchant who clears \$500 a year is considered a "prince," and one taking in \$300 a year is looked upon as "prosperous." The delights of shopping, so dear to the feminine heart of America, are unknown, all buying being done by the men of the family. Some of the larger houses in Constantinople keep salaried agents here, but business is done on very small capital, goods being bought on long credit and paid for in installments. The richest merchant is a Turk, but with this exception, most of the business is in the hands of the Armenians, who are far more enterprising.

Erzerum has no manufactories worth mentioning. She can not even supply the nearest villages. Cities farther south, in every way inferior in size and importance, surpass her in this respect. The Turk is by no means progressive, and the Armenian hesitates to invest money in factories as long as the country remains so unsettled. The population numbers between 55,000 and 60,000, 11,000 being Armenians, 200 Persians, and the rest Turks. Immense flocks of sheep and goats feed on the surrounding hills, and wool is abundant and cheap, but no one will risk importing machinery for the manufacture of woollen goods.

Trade, almost without exception, is in the hands of Armenians, the tailors being the most ready to adapt themselves to foreign methods. The goldsmiths produce fine and artistic work, which, however, lacks finish, is rather striking, and too heavy for the foreign taste. Shoes are made in large numbers from imported leather, and retail from \$2 to \$4 a pair. They are lacking in shape, and are either too light or too heavy and clumsy. As a rule, they have a wonderfully thin sole, as the natives wear an overshoe, also of leather, which they remove on entering a room. This is to avoid injuring the rugs which cover the floors and the divans. Eastern people sit, like tailors, with their legs doubled up under them. To enable them to take all the comfort this position affords, they wear immense baggy trousers with the seat so loose that it often reaches nearly to the heels. Native-tanned leather rots and is almost worthless. Other artisans are blacksmiths, carpenters, horseshoers, and wheelwrights, and all are Armenians. The Turks are saddlers, butchers, furriers, woodcutters, and porters.

GUILDS.

All trades are separated into guilds. Men belonging to the same trade are not, as in other cities, collected into one bazaar. All those of the same trade in a bazaar form an organization and elect a chief called "achtsali" (white-bearded), who is its representative in a council which has the power to call a general meeting of the guilds to settle quarrels between trades, decide vexed questions, and make rules for the guidance of the guilds. Questions not settled at a general meeting are carried before a master in one of the guilds, called a "sheikh," who must be a Turk. Appeal from a sheik can be made to a sheik sahabee.

This sheik sahabee is not elected by the guilds, but is chosen for his wealth, wisdom, or position. From him, an appeal can be carried to the Government. Few cases ever go beyond the general meeting, however. Should the governor-general wish to communicate with the guilds, notice is sent to the sheik sahabee, by him to the sheik, and by the sheik to the head of each trade, who, in turn, addresses the council of "gray-beards," who give notice to the organizations they represent. The council settles the wages to be paid apprentices. The meetings of the council are closed with prayer, congratulations, and coffee. The head of each trade guild must be present at the making of all contracts between partners.

AGRICULTURE AND GRAZING.

Erzerum is situated in a large plain, some 30 miles long by 8 wide, at an elevation of 8,000 feet. It is surrounded by a range, or rather ranges, of mountains, the highest called the Camel Mountain, and all perfectly denuded of trees. Through the plain below the city, runs the Euphrates, whose source is in the hills northwest of Erzerum. Scattered in this plain are over a hundred villages. The land near the river is marshy, and is the grazing ground for the cattle of the villages and of the city, which are collected by herdsmen every morning and returned at night. The sheep and goats, which probably number 70,000, are cared for in the same manner, but graze on the mountain sides. The herdsmen receive 4 cents a month for each cow, sheep, or goat they tend, and are paid once in three months. Their occupation is not without danger, as the Kurds at times make a raid on the herd and the shepherd is responsible for its safety. He has been known to lose his life in its defense. The plain is devoted to the raising of wheat and barley, but the ground is left fallow every other year. No fertilizers are used, all the manure being made into fuel, which is the chief occupation of the native inhabitants during the early days of spring. After the stables are cleaned at the end of the eight months of winter, the manure is brought out into the streets and the native population is engaged in the manufacture of tezek, as it is called. It is trampled with the bare feet, lightly sprinkled with chopped straw, and made into cakes a foot square by 4 inches thick. It is the only fuel used in the city by the poor. It is said that that which comes from sheep and goats is most valuable for the purpose of smelting iron and other metals, as it gives a greater heat. The manure of oxen and cows ranks next; that of horses and donkeys last, from the quantity of smoke it produces. In Erzerum, that of horses and cows, with a flavor of donkey, is the most used. It sells for a cent a piece, or, I should say, a cake.

The whole plain is most abundantly watered by numerous streams, rushing down the mountain range back of the city. These streams are never dry. They supply the people through many fountains scattered about the city, and water is brought into the houses by conduits tapping the main pipes.

Farming implements are of the simplest, and have come down without change from Abraham and possibly Noah, who cultivated the first vineyard within 150 miles from here, under the shadow of Mount Ararat. The plain of Erzerum is said to have been the seat of Paradise. It is hard to believe this, considering the scanty raiment of that time, unless the weather has greatly changed. Winter here lasts eight months of the year, leaving but four for summer.

TRADE WITH THE UNITED STATES.

I have received many letters from merchants in the United States inclosing circulars of their goods for distribution. They should bear in mind that the national language is Turkish. This is understood by all, and in addition, Armenian is used by the Armenians. Circulars in any other language are but a waste of stamps. Again, merchants here have no connection with America or even with Europe, but buy from houses in Constantinople. Their stores are shops, giving barely standing room for half a dozen customers. They buy in small quantities, and do but a moderate business. Their customers, as a rule, are very conservative, know just what they want, and will take nothing else, even if it is in every way a superior article and costs only half. Goods must be of a certain weight and measurement, and nothing else will do.

TABLE A.—Import trade for the year 1896.

Articles.	United States.	England.	France.	Germany.	Russia.	Austria.	Italy.	Belgium.	Persia.	Total.
Calico	\$5,600	\$90,300								\$95,900
Carpets				\$600						600
Clocks				550						550
Lace				1,800						1,800
Linen		12,000								12,000
Muslin		17,000								17,000
Manchester goods		54,000								54,000
Oilcloth				300						300
Prints		82,000			\$15,000					97,000
Pins		100		80						180
Silk wear			\$500		200				\$6,700	7,400
Shirts, linen			100							100
Shawls									37,000	37,000
Thread		10,000		5,000		\$7,000				22,000
Umbrellas			100	200						300
Woolen goods		650		500						1,150
Drugs	300	2,200		500			\$1,000			4,000
Fezes						18,000				18,000
Furniture				2,500						2,500
Glassware				1,850						1,850
Glass, window						500				500
Groceries:										
Candles			800					\$1,050		1,850
Coffee		6,700	8,000							14,700
Crackers			800	250						1,050
Matchos					900		14,000			14,900
Tea		14,300								14,300
Soap			200	300		200				700
Sugar			52,800			13,000				65,800
Hardware:		8,000		500						8,500
Cutlery				800						800
Hair-cutters	50	40		100						190
Knives, pocket		880		700		300				1,880
Locks		400			600	700				1,700
Nails		2,600		700		200				3,500
Razors		100	150	200		400				850
Scissors		100	150	570	300					1,120
Shovels		3,000		1,300						4,300
Horses					7,000					7,000
Iron		10,000								10,000
Jewelry			200	1,200	100	100				1,600
Lamps	300			1,200		400				1,900
Lamp wicks				1,200		120				1,320
Leather			1,200	2,200			9,500			12,900
Mirrors				1,000	100			700		1,800
Oxen					7,500					7,500
Perfumery			130	100						230
Petroleum	400				17,000					17,400
Pocketbooks			66		40			90		196
Paper	300						700	200		1,200
Wall				800						800
Cigarette		400	2,000	4,050		10,000		2,000		18,450
Window		200	250			400		1,500		2,350
Rice					17,000				20,000	37,000
Rugs									45,000	45,000
Saddlery		100	150							250
Scythes				15,000	6,000					21,000
Sheep					20,000					20,000

TABLE A.—*Import trade for the year 1896—Continued.*

Articles.	United States.	England.	France.	Germany.	Russia.	Austria.	Italy.	Belgium.	Peru.	Total.
Stationery										
Writing paper		\$100		\$1,000			\$2,000	\$2,000		\$5,100
Ink		400		600						1,000
Pens		25	\$30							55
Samovars					\$800					600
Sewing machines	\$800							200		1,000
Spirits					2,300	\$7,500		300		10,100
Shoes, rubber	800				1,700					2,500
Tobacco boxes			4,050	1,200				300		5,550
Tin, sheets		1,700								1,700
Trays				300				100		400
Watches	1,800			2,000				300		4,100
Wool									\$18,000	18,000
Sundries	1,500	4,000	600	1,600	13,000	4,050	750	400	26,000	51,900
Total	11,850	316,295	71,776	52,750	109,340	62,870	27,950	9,140	150,700	812,671

TABLE B.—*Export trade of Erzerum for the year 1896.*

Articles.	Value.	Whither exported.
Furs	\$12,000	France and Russia.
Hides and skins	44,000	Do.
Linseed	26,400	France.
Casings, sheep and goats	8,000	Germany.
Other articles	20,000	Europe.
Total to Europe	110,400	
Dried beef	50,000	Turkish provinces.
Grain	10,000	Do.
Honeycomb	8,000	Do.
Horses	11,000	Do.
Oxen and cows	142,000	Do.
Sheep	350,000	Do.
Paste	600	Do.
Other articles	80,000	Do.
Total Turkish provinces	601,600	
Grand total	712,000	

TABLE C.—*Principal articles imported into Erzerum during 1895 and 1896.*

Articles.	1895.	1896.	Increase.	Decrease.
Calico	\$80,520	\$85,900	\$15,380	
Carpets	220	800	580	
Linen	8,800	12,000	3,200	
Muslin	17,600	17,000		\$600
Manchester goods	52,800	54,000	1,200	
Prints	92,400	97,000	4,600	
Shawls	38,200	37,000	1,800	
Thread	19,800	22,000	2,200	
Fezes	17,600	18,000	400	
Coffee	12,400	14,700	2,300	
Matches	15,620	14,900		720
Tea	13,200	14,300	1,100	
Sugar	66,000	65,800		200
Iron	8,000	10,000	2,000	
Leather	15,400	12,900		2,500
Horses	8,800	7,000		1,800
Paper, cigarette	17,400	18,450	1,050	
Oxen	6,600	7,500	900	
Sheep	22,000	20,000		2,000
Petroleum	17,720	17,400		320
Rice	37,600	37,000		600
Rugs	44,000	45,000	1,000	
Flannels	7,040	8,000	960	
Total	616,720	646,450	29,730	

TRADE WITH THE UNITED STATES.

I have received many letters from merchants in the United States inclosing circulars of their goods for distribution. They should bear in mind that the national language is Turkish. This is understood by all, and in addition, Armenian is used by the Armenians. Circulars in any other language are but a waste of stamps. Again, merchants here have no connection with America or even with Europe, but buy from houses in Constantinople. Their stores are shops, giving barely standing room for half a dozen customers. They buy in small quantities, and do but a moderate business. Their customers, as a rule, are very conservative, know just what they want, and will take nothing else, even if it is in every way a superior article and costs only half. Goods must be of a certain weight and measurement, and nothing else will do.

TABLE A.—Import trade for the year 1896.

Articles.	United States.	England.	France.	Germany.	Russia.	Austria.	Italy.	Belgium.	Persia.	Total.
Calico	\$5,800	\$90,300								\$95,900
Carpets				\$600						600
Clocks				550						550
Lace				1,800						1,800
Linen		12,000								12,000
Muslin		17,000								17,000
Manchester goods		54,000								54,000
Oilcloth				300						300
Prints		82,000			\$15,000					97,000
Pins		100		80						180
Silk wear			\$500		200				\$6,700	7,400
Shirts, linen			100							100
Shawls									37,000	37,000
Thread		10,000		5,000		\$7,000				22,000
Umbrellas			100	200						300
Woolen goods		650		500						1,150
Drugs	300	2,200		500			\$1,000			4,000
Fezes						18,000				18,000
Furniture				2,500						2,500
Glassware				1,850						1,850
Glass, window						500				500
Groceries:										
Candles			800					\$1,050		1,850
Coffee		6,700	8,000							14,700
Crackers			300	250						550
Matches					900		14,000			14,900
Tea		14,300								14,300
Soap			200	300		200				700
Sugar			52,800			13,000				65,800
Hardware		8,000		500						3,500
Cutlery				800						800
Hair-cutters	50	40		100						190
Knives, pocket		880		700		300				1,880
Locks		400			600	700				1,700
Nails		2,600		700		200				3,500
Razors		100	150	200		400				850
Scissors		100	150	570	300					1,120
Shovels		3,000		1,300						4,300
Horses					7,000					7,000
Iron		10,000								10,000
Jewelry			200	1,200	100	100				1,600
Lamps	300			1,200		400				1,900
Lamp wicks				1,200		120				1,320
Leather			1,200	2,200			9,500			12,900
Mirrors				1,000	100			700		1,800
Oxen					7,500					7,500
Perfumery			130	100						230
Petroleum	400				17,000					17,400
Pocketbooks			60		40			90		190
Paper	300						700	200		1,200
Wall				800						800
Cigarette		400	2,000	4,050		10,000		2,000		18,450
Window		200	250			400		1,500		2,350
Rice					17,000				20,000	37,000
Rugs									45,000	45,000
Saddlery		100	150							250
Scythes				15,000	6,000					21,000
Sheep					20,000					20,000

TABLE A.—*Import trade for the year 1896—Continued.*

Articles.	United States.	England.	France.	Germany.	Russia.	Austria.	Italy.	Belgium.	Portia.	Total.
Stationery										
Writing paper		\$100		\$1,000			\$2,000	\$2,000		\$5,100
Ink		400		600						1,000
Pens		25	\$30							55
Semovars.					\$800					600
Sewing machines	\$800							200		1,000
Spirits					2,300	\$7,500		300		10,100
Shoes, rubber.	800				1,700					2,500
Tobacco boxes			4,050	1,200				300		5,550
Tin, sheets		1,700								1,700
Trays				300				100		400
Watches	1,800			2,000				300		4,100
Wool									\$16,000	16,000
Sundries	1,500	4,000	600	1,600	13,000	4,050	750	400	26,000	51,900
Total	11,850	316,295	71,776	52,750	109,340	62,870	27,950	9,140	150,700	812,671

TABLE B.—*Export trade of Erzerum for the year 1896.*

Articles.	Value.	Whither exported.
Furs	\$12,000	France and Russia.
Hides and skins	44,000	Do.
Linsced	26,400	France.
Casings, sheep and goats	8,000	Germany.
Other articles	20,000	Europe.
Total to Europe	110,400	
Dried beef	50,000	Turkish provinces.
Grain	10,000	Do.
Honeycomb	8,000	Do.
Horses	11,000	Do.
Oxen and cows	142,000	Do.
Sheep	350,000	Do.
Paste	600	Do.
Other articles	30,000	Do.
Total Turkish provinces	601,600	
Grand total	712,000	

TABLE C.—*Principal articles imported into Erzerum during 1895 and 1896.*

Articles.	1895.	1896.	Increase.	Decrease.
Calico	\$80,520	\$96,900	\$15,380	
Carpets	220	600	380	
Linen	8,800	12,000	3,200	
Muslin	17,600	17,000		\$600
Manchester goods	53,800	54,000	1,200	
Prints	92,400	97,000	4,600	
Shawls	35,200	37,000	1,800	
Thread	19,800	22,000	2,200	
Fezes	17,600	18,000	400	
Coffee	12,400	14,700	2,300	
Matches	15,620	14,900		720
Tea	13,200	14,300	1,100	
Sugar	66,000	65,800		200
Iron	8,000	10,000	2,000	
Leather	15,400	12,900		2,500
Horses	8,800	7,000		1,800
Paper, cigarette	17,400	18,450	1,050	
Oxen	6,500	7,500	900	
Sheep	22,000	20,000		2,000
Petroleum	17,720	17,400		320
Rice	37,600	37,000		600
Rugs	44,000	45,000	1,000	
Flannels	7,040	8,000	960	
Total	616,720	646,450	29,730	

TABLE D.—*Export trade of Erzerum for the years 1895 and 1896.*

Articles.	1895.	1896.	Increase.	Decrease.
To Europe:				
Furs.....	\$11,000	\$12,000	\$1,000	
Hides and skins.....	44,000	44,000		
Linseed.....	26,400	28,400		
Casings, sheep and goats.....		8,000	8,000	
Other articles.....	18,000	20,000	2,000	
Total.....	99,400	110,400	11,000	
To Turkish provinces:				
Dried beef.....	48,400	50,000	1,600	
Grain.....	4,400	10,000	5,600	
Honeycomb.....	8,800	8,000		\$800
Horses.....	11,000	11,000		
Oxen and cows.....	152,000	142,000	10,000	
Sheep.....	320,000	350,000	30,000	
Paste.....	1,100	600		500
Other articles.....	26,400	30,000	3,600	
Total.....	552,100	601,600	49,500	
Grand total.....	651,500	712,000	60,500	

LEO BERGHOLZ, *Consul.*

ERZERUM, August 28, 1897.

SUPPLEMENTARY REPORT.

TRADE OF ERZERUM FOR THE SIX MONTHS ENDED JUNE 30, 1897.

The imports for the six months ended June 30, 1897, indicate that the trade of Erzerum for the year 1897 will greatly exceed that of 1896. Confidence is returning, the province is becoming settled, and a revival of trade will naturally follow. Trade is, however, in a very low condition. All the merchants agree in declaring that there are no purchases of any kind of goods except the barest necessities of life. They say it no longer pays them to import costly articles on account of the difficulty of sale, due to the impoverishment of the Christian population, which was plundered of all its possessions.

The principal imports in which the United States is interested, as a possible competitor of Europe, and more particularly of England, and their values for the six months of the year ended June 30 are: Knives, \$1,550; locks, \$1,050; nails, \$2,450; razors, \$600; shovels, \$2,900; lamps, \$1,200; leather; \$10,300; petroleum, \$10,270; scythes, \$22,000; writing paper, \$3,100; tin in sheets, \$10,000; watches, \$1,600; calico, \$43,000; linen, \$8,000; muslin, \$9,000; Manchester goods, \$30,000; prints, \$30,000; silk wear, \$3,900; thread, \$9,500; glassware, \$10,000, and matches, \$9,400. Of knives, England sold \$650, Germany \$400, and Austria \$500. Of locks, England sold \$300, Russia \$250, and Austria \$500. Of nails, England sold \$1,900, Germany \$450, and Italy \$100. Of razors, England furnished \$50, France \$150, Germany \$100, and Austria \$300. Of shovels, England sold \$2,000, Germany \$900. Of lamps, the United States sold \$200, Germany \$800, and Austria \$200. Of leather, France sold \$1,800, Germany \$1,500, and Italy \$7,000. Of petroleum, the United States sold but \$270 and Russia \$10,000. Of scythes, France sold \$15,000 and Germany \$7,000. Of writing paper, Germany sold \$600, Austria \$1,000, and Belgium \$1,500. Of tin in sheets, England furnished the total import of \$10,000. Of

watches, the United States sold \$800, Germany \$700, and Belgium \$100. Of calico, the United States sold \$3,000 and England \$40,000. Of linen, England furnished \$8,000, of muslin \$9,000, and the importation of Manchester goods amounted to \$30,000. Of prints, England sold \$25,000 and Russia \$5,000. Of silk wear, France sold \$300, Russia \$100, and Persia \$3,500. Of thread, England sold \$5,000, Germany \$1,500, and Russia \$3,000. Of glassware, Germany supplied the total of \$10,000. Of matches, Russia sold \$400 and Italy \$9,000.

EXPORTS.

The general export trade of the city (and, in fact, of the Province of Erzerum) to other parts of Turkey and to Europe and the United States is not large. It consists, however, chiefly of furs, leather, wax, glue, guts, hides, and wheat. Horses, sheep, buffaloes, oxen, and cows are also exported in considerable numbers. Exports to Russia are made up of furs, leather, and linen (made at Riza), while gall nuts (from Bitlis), cotton woven goods (manufactured at Diarbekir from Manchester cotton), silk, and soap (from Aleppo) are exported to Russia through Erzerum.

CARAVAN ROUTES AND TRANSIT TRADE.

There are five great caravan routes from Erzerum: (1) Erzerum to Trebizonde, requiring ten days by horse or country wagon; the cost of transportation is \$4.40 per 300 pounds. (2) Erzerum to Bitlis, requiring nine days by horse and fourteen by wagon; cost of transportation per 300 pounds is from \$4.40 to \$6.60. (3) Erzerum to Van, twelve days by wagon; transportation charges, \$3.96 to \$8.97. (4) Erzerum to Diarbekir, ten days by wagon, and cost per 300 pounds \$3.52 to \$5.40. (5) Erzerum to Tebriz, Persia, taking thirty-five days by camel, and with transportation charges from \$3.30 to \$9 per 300 pounds, depending, however, upon the supply of camels. The custom-house expenses on goods in transit between the Persian frontier and Trebizonde amount to 13 cents per bale in Erzerum and 9 cents per bale in Trebizonde. An agent, both at Erzerum and Trebizonde, will undertake the whole custom-house expenses of transit, including commission, for 35 cents a bale.

Facilities of transport are the great need of the country. Wagons can only be used during a small portion of the year, and the usual means of conveyance consists of horses and camels. The Persian transit trade is wholly by camels. Goods are sent at the owner's risk, the camel driver being responsible for their proper care only so long as he has them in his possession. He can not insure them against the Kurdish robbers, who seldom hesitate to attack a caravan and help themselves to anything they or their families may be in need of. The drivers are Persians, and receive but \$2.20 a trip. The Persian trade is gradually resuming its former proportions, owing to the greater security of the roads and the tranquillity of the districts through which the route from Erzerum to Tebriz passes. Trade fluctuates to a great extent, as camel hire is cheaper on the Tifis or the Erzerum route. It is somewhat remarkable and worthy of note that the most costly and richest articles of Persian production are sent by the Erzerum road. Erzerum, however, has lost considerable of the transit trade of Persia, owing to several causes, of which the chief is the building of the railroad between Batoum and Poti to Tifis. But even before this the

wretched condition and insecurity of the roads from Erzerum to the Persian frontier had already brought about a great decrease in the trade. At the close of the war between Russia and Turkey bands of robbers infested the country in the districts of Bayazid and Alashgird, and made traveling in the province precarious.

MINES.

Besides coal, valuable mines of silver, copper, and petroleum exist in the province, but none are now being worked. The Turks do not understand mining themselves, and their jealousy of foreign control does not allow development of the mines. Copper, coal, iron, lead, silver, rock salt, and petroleum are all found in either the Harput or Diarbekir provinces. The silver mines of Keban Maaden and the copper mines at Arghana Maaden have both been worked by the Government after a fashion, but not, as I understand, with profit.

GENERAL REMARKS.

The total imports from the United States amounted in 1895 to \$4,600 and in 1896 to \$11,850. When the United States was the sole exporter of petroleum, before the completion of the railroad from Baku to Batoum and the consequent large importations of cheap Russian petroleum, the total value of American petroleum imported in 1892 was \$87,597, and the total of all imports reached \$103,269, consisting of \$10,806 of spirits of wine and \$4,866 of sundries. A year later, however, in 1893, the imports from the United States reached but \$37,567, a falling off of \$65,702. American petroleum seems to have been entirely drawn from the market and its place taken by the cheaper Russian oil. At the same time, owing to the bad quality of the Russian and the unpleasant odor emitted during combustion, only those who could not afford the American would be content with the Russian, were the United States again to enter the field.

With the exception of cotton stuffs and cloth, very few manufactures find a market in Erzerum. There are native workers in all the metals, the ironwork being especially good. Furriers, leather workers, tanners, weavers, wood cleaners, locksmiths, and saddlers ply their trades in the city, and their work is sufficiently good to satisfy all native want.

AGRICULTURE.

The greater part of this province is essentially fertile and especially adapted for corn growing. The wide plain of Erzerum, that of Erzincan, and the larger part of the sandjak of Bayazid would, if properly tilled, produce an immense quantity of grain. At present, land which is plowed to the depth of 2 or 3 inches, and not manured at all, produces wheat threefold and barley twofold, whereas it might be made by proper farming to produce ten or twenty fold. The general productive power of the province has not increased in any way for the last ten or fifteen years. The crops vary considerably, of course, from year to year, the chief dread of the inhabitants being drought, which, however, is rare, owing to the immense number of streams crossing the country. It is worthy of remark that a very abundant harvest is just as great a misfortune to the agricultural classes as a famine, as their crops are their only means of support. Excessive cheapness of their sole article of sale is therefore as great a disaster to them as absolute

scarcity, for transport is so costly and difficult that it does not pay the inhabitants of the provinces situated at any great distance from the seacoast to export their grain.

The fruit and vegetable crops are good on alternate years. The next year after a heavy crop the trees and plants are exhausted and produce very little. This seems to be an invariable rule. As I have remarked, the chief portion of the inhabitants of the province devotes attention to agriculture. In the town, there are the ordinary handicraftsmen who are to be found throughout Turkey. In the cazas or cantons of Ispir, Kelkit, Shiran, Hanous, Passen, and Terjan, carpets are manufactured. In the canton of Keghi, colored cottons are woven from English twist. In Baybourt, divan covers in cotton and wool and Kurdish carpets are made. In Erzingan, imitation Persian shawls and various cotton manufactures are produced. There are no other industries of importance.

LIVE STOCK.

There are no reliable statistics with regard to live stock, but, roughly, there are in the department, or sandjak, of Erzerum 249,280 oxen and cows, 31,240 buffaloes, 12,278 horses, 505,000 sheep, 198,598 goats, 400 mules, 19,400 asses, 75 camels, and 14,500 beehives. The camels of this country are either obtained from the Turcomans, in the neighborhood of Khiva, or from the Arabs to the south. The number in this province belong to Persians and are employed in the transit trade between Persia, Erzerum, and Trebizonde. The camel, though ordinarily docile, is vicious in the rutting season. The female is considered more valuable on account of its quicker walk and because, unlike the male, it never loses flesh. Camels are trained for pack and are very well disciplined. The saddles are made in Persia, and are simple in construction, and very efficient. They are seldom removed from the animal. The drivers are all Persians. Usually one driver is allotted to every seven animals. Camels work better in winter than in summer, when they change their coats and are unfit for much work. The Khivan camel dislikes heat, and during the summer months is not taken farther than Erzerum, as it can not support the heat of Trebizonde. Camels are not shod. The best working age is from 8 to 13 years. The horses are principally stallions and generally vicious, especially in spring. They are trained entirely for pack purposes and suffer a good deal from sore backs. One driver is allotted to every five. Two saddles are used, one for light loads, made entirely of carpet stuffed with straw, the other for heavy weights, made of leather stuffed with straw, inclosed by a strong wooden framework to prevent weight from pressing on the horse's flanks. The best working age is from 5 to 8 years.

The mules are obstinate and vicious, but are much valued throughout the more mountainous portions of the province, on account of their being sure-footed and enduring. Usually one driver manages five mules. Saddles are the same as those for horses. The best working age is from 5 to 8 years.

Asses are docile and enduring. They are very valuable in some parts of the country, where only small paths exist on mountain sides or on the precipitous banks of rivers, their small size enabling them to pass where other animals would fail. They are furnished with small pack saddles, and one driver conducts six animals. Best working age is from 3 to 10 years.

Oxen are used all over the country wherever the nature of the ground will allow of it, and from their strength, patience, endurance, and docil-

ity may be considered, excepting the buffalo, the most valuable animal in the country. The transport of all heavy material, where speed is no object, is by means of the ox cart. In some parts of the country, where the cart can not be used, the oxen are loaded after the manner of horses, except that no saddle is used, the goods being equally balanced on a piece of carpet placed over the back. This method is especially employed by the Kurds.

The buffalo is to the villager, from its extra strength and excellent milk, a more valuable animal than the ox. For transport purposes the ox is the better, owing to the incurable propensity of the buffalo to lie down in any water he may pass through, thus causing great loss of time and damage to goods likely to suffer from wet. The buffalo is always yoked to the two-wheeled cart. Its work is said to equal that of four oxen. It is patient and enduring. The best working age is from 5 to 8 years.

LEO BERGHOLZ, *Consul*.

ERZERUM, *October 15, 1897.*

SMYRNA.

Since my report which was published in the last edition of Commercial Relations, I beg to state that but few changes have occurred in the commercial affairs of this province. Trade continues dull in most lines, and imports and exports continue to fall off.

The figures contained in the following table are approximate only, since, owing to local causes, no accurate statistics can be obtained; and this table is deduced from information obtained from various sources, and represents an annual average of shipments for several years past:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
England.....	\$5, 000, 000	\$10, 000, 000	Germany.....	\$300, 000	\$400, 000
France.....	2, 500, 000	2, 200, 000	Russia.....	800, 000	500, 000
Austria.....	2, 200, 000	2, 000, 000	Other countries.....	3, 000, 000	1, 800, 000
United States.....	100, 000	2, 500, 000			
Italy.....	800, 000	600, 000	Total.....	15, 000, 000	20, 000, 000

CROPS—AGRICULTURAL IMPLEMENTS.

The crops of the present year are mostly up to the average, yet there will be a scarcity of wheat, and breadstuffs are already higher.

This scarcity did not arise so much from a failure of this year's crop of that cereal as from a lack of sufficient farm labor to harvest the crop when it had matured. The men were taken to join the army a short time before harvest, consequently much of the crop was not gathered. By far the greater part of the grain in Turkey is still cut by hand with the old-fashioned sickle. For a few years past modern reapers and binders have been slowly introduced by the more wealthy farmers; but this year, owing to the scarcity of labor, more of them have been bought than ever before. In the valley of the Meander alone, 40 of Wood's twine binders have been sold during the present season. The trade in plows and implements for working the soil has also been good. The modern agricultural implements used in this country are mostly of United States make, excepting the thrashers.

As I stated in my last report, the American thrasher is objected to on the ground that it breaks up the straw too much.

UNITED STATES MANUFACTURES.

Outside of agricultural implements, United States manufactured articles have but little sale in this province. This is owing to the various causes mentioned in the last report, i. e., lack of properly directed efforts on the part of manufacturers, absence of proper transportation facilities, and difficulty of protecting American patents and trade-marks. In this last connection I will state that I have recently assisted, unofficially, in successfully prosecuting some forgers of the trade-marks of American muslins.

BICYCLES.

Within the past year, the bicycle craze has struck this city. The wheels in use so far are mostly of English make. As soon as I saw bicycles appear upon the streets, I reported the fact to a number of United States manufacturers, but, owing to the home demand, I did not succeed in getting a consignment of American wheels here until within the past few weeks. They were all sold at once and are now seen on our streets. They are much preferred to European wheels, owing to their superior lightness and strength. Orders have been sent for more, and I believe it will not be long until a majority of the wheels in use here will be of United States make.

WIND PUMPS.

Wind pumps are largely in use in this country for irrigation purposes. The first of these that were introduced came from the United States, but local manufacturers took up the idea and of late have been making them here. Some of the parts of these local products are no doubt infringements upon American patents, but as prosecution would be expensive and of doubtful results, I have never taken the matter up.

RAILWAYS.

Two railway lines extend from this city eastward into the interior. The Aidin line, which is operated by an English company, extends 175 miles, through the entire fig district, most of its course lying up the valley of the Meander. It has no terminus of special importance at present, since the company is awaiting an Imperial permit for a further extension. The Cassaba line, which is owned and operated by a French company, extends along the valley of the Hermus to Alacheir (ancient Philadelphia), and has this summer been completed to Ouchac, a city some 200 miles in the interior, where are located many of the factories of Turkish carpets.

NEW WATER WORKS.

A splendid system of water works is now in process of construction in this city, by which in a few months the inhabitants will be supplied with pure spring water. This water will be pumped by steam to an immense reservoir on top of a mountain near the city, from which it will be conducted by iron pipes to all sections. If this water should come into general use it will have a wholesome effect upon the general health.

These works are being constructed by a Belgian company; the capital is \$400,000.

There are no other public improvements now under way or contemplated.

The transmission of this report has been delayed, owing to promises made by merchants in various lines that they would supply me with some valuable trade statistics. But as these promises were not fulfilled I forward it in its present form.

J. H. MADDEN, *Consul*.

SMYRNA, August 20, 1897.

SYRIA.

ALEXANDRETTA.

I have the honor to transmit herewith the annual report of commercial relations of this consular district.

CONDITION OF FOREIGN COMMERCE, INTERNAL TRADE, ETC.

The general trade of this section continues depressed. The effects of internal disturbances reduced in 1895 and 1896 the receipts of the custom-house here 45 per cent below the normal.

The customs officials refuse to give statistics; therefore the tables of imports and exports appearing below are compiled from information obtained from merchants and steamship agencies.

A marked revival took place about the commencement of the year, but the outbreak of the late war again caused a reaction.

One line of steamers, a Russian company, has omitted calling at this port and several other Syrian ports during the past few months.

Commerce with the United States, however, which is confined almost entirely to exportation of wool and licorice root, has not been affected.

Approximate estimate of exports for year ended June 30, 1897.

Articles.	England and its provinces.	France.	Italy.	Austria-Hungary.	Germany.
Provisions				\$23,100	
Cattle					
Carpets	\$670	\$980		981	\$600
Cocoons		321,250			
Combs, wooden					
Corn, barley, and grain	143,800	24,160	\$125,020		60
Cotton work					
Feathers		5,632			
Fish					
Gall	7,528	155,330	349	3,450	12,480
Hides:					
Kid skins				24,200	
Tanned	402	4,061	103	11,700	30,760
Licorice root					
Oil, butter and olive	5,530	1,840			
Oranges	10,500			4,821	5,280
Pistachio	1,012	10,800		400	
Raisins and figs	130	4,890	60	160	
Silk work and embroidery		800		1,200	1,300
Soap					
Tragacanth	4,100	4,000		3,800	1,206
Wool	3,016	143,050	52,600		
Yellow berries	4,300	1,200			5,500
Total	180,988	677,993	178,132	73,812	57,256

Approximate estimate of exports for year ended June 30, 1897—Continued.

Articles.	Greece.	Turkey.	Egypt.	United States.	Total.
Provisions				\$265	\$23,365
Cattle			\$393,060		393,060
Carpets		\$200,217	60,180	303	264,000
Cocoons		28,750			350,000
Combs, wooden		880			880
Corn, barley, and grain	\$60	15,480	186,420		465,000
Cotton work		132,000			132,000
Feathers					5,632
Fish		4,400			4,400
Gall		20,070		2,700	201,907
Hides:					
Kids' skins					24,200
Tanned		17,600	5,774		70,400
Licorice root		250	1,504	273,119	274,873
Oil, butter and olive		128,290	168,920		302,580
Oranges		30,230	2,500		53,361
Pistachio	4,040	12,968	11,000		40,220
Raisins and figs		3,856	19,964		29,160
Silk work and embroidery		390,828		2,572	390,800
Soap		109,640	7,840		117,480
Fragsanth		6,002	13,892		33,000
Wool				108,408	307,069
Yellow berries		3,000			14,000
Total	4,100	1,102,691	871,654	387,862	3,533,987

Approximate estimate of imports for year ended June 30, 1897.

Articles.	England and its provinces.	France.	Italy.	Austria-Hungary.	Russia.
Canvas	\$32,320				
Cloth	41,325	\$7,749	\$2,583	\$190,810	
Coffee					
Colors	4,400	7,920	830	89,600	
Copper	26,825	810			
Cotton manufactures	1,175,040	3,264	21,216	61,200	
Drugs and manufactures	49,812	34,868	820	12,453	
Dates					
Glasswork	3,876	1,140		7,638	
Hardware	36,946	38,740	27,512	95,360	\$9,832
Hides, tanned and untanned	43,830	50,015	144	3,896	
Indigo	218,721				
Iron and ironwork	128,633	15,350	307	13,815	
Matches				19,860	
Paper and paper work		110	220	1,760	
Petroleum					34,320
Provisions	8,283	2,829	7,475	7,677	10,100
Rice	15,500		661		
Silk	30,048	37,580			7,512
Silk goods	93,282	93,282	26,652	106,608	
Spirits and wine	17,856	6,528	384	18,240	5,568
Sugar		5,184	1,220	146,400	
Tin, lead, zinc, and silver	16,110	7,950	2,600	5,930	
Tombac					
Woolen fabrics		86,360		87,680	
Total	1,912,397	399,659	92,674	818,927	67,352

Approximate estimate of imports for year ended June 30, 1897—Continued.

Articles.	Belgium.	Germany.	Turkey.	Egypt.	Total.
Canvas.....					\$32,320
Cloth.....	\$19,081		\$20,664	\$2,583	284,796
Coffee.....				80,080	80,080
Colors.....	30,800	\$1,760	4,400	1,760	91,520
Copper.....	1,620	810	810		30,375
Cotton manufactures.....	7,425	8,100	215,152	22,948	1,514,405
Drugs and manufactures.....	18,679	3,320	72,821	76,378	208,651
Dates.....				34,320	34,320
Glasswork.....	7,264	1,068	14,040		25,001
Hardware.....	27,714	2,470	235,612	80,758	554,944
Hides, tanned and untanned.....	974		81,655	39,447	169,961
Indigo.....					218,721
Iron and ironwork.....	93,635	3,901	33,770	2,456	201,957
Matches.....					19,800
Paper and paper work.....			220		2,310
Petroleum.....					34,320
Provisions.....	808	809	136,350	19,796	194,127
Rice.....			671	19,891	26,613
Silk.....			22,536	7,512	105,168
Silk goods.....			93,282		413,106
Spirits and wine.....	1,536	3,496	22,080	2,880	78,568
Sugar.....	1,220			36,156	190,180
Tin, lead, zinc, and silver.....	4,960	540	3,600		41,600
Tobacco.....			110,505	64,725	176,230
Woolen fabrics.....			11,880		185,920
Total.....	215,706	26,409	1,029,548	491,690	5,054,242

It will be observed by the above schedules that about one-third of imports and one-fifth of exports represent trade relations within the country.

In connection with these tables, it must be remembered that whereas Alexandretta is but a small place, it is the entrepôt for a very large district, the two nearest provinces containing over 1,300,000 people, and trade extending even as far as Bagdad.

There is an export duty of 4 per cent on shipments to Turkish ports, while on foreign exports the duty is but 1 per cent. A uniform ad valorem custom duty of 8 per cent is charged.

GOVERNMENT CURRENCY, BANKING SYSTEM, AND COMMERCIAL CREDITS.

Turkish, English, French, and Italian gold coins are used indiscriminately, their piaster value in the various ports of Syria and the interior varying for the lira from 6 to 9 piasters. At Alexandretta, the value of \$1 in the local piaster is 28,409, while the local value of the pound sterling is 138, and Turkish and French lira 125 and 110, respectively. The best rate of exchange obtainable with the United States is 4 per cent.

A Government bank for the purpose of loaning small sums, chiefly to agriculturists, exists in this vilayet, as is usual throughout the country. The capital is obtained from a percentage of the tithes, the security must be land, and the rate of interest is 6 per cent. In the neighborhood of Aleppo as much as 10,000 piasters, equal to \$440, may be borrowed by one customer, but here the limit is about one-half that amount.

Recently, the Government withdrew the capital in the local branch here, but it is anticipated that with the next collections of tithes the bank will resume operations.

The customary commercial credits granted to foreign purchasers, and extended by foreign shippers, are of three months; but petroleum,

which is shipped entirely from Russia, and cotton goods, which come mainly from England, are paid for in advance.

LABOR.

The average pay of skilled labor is about 88 cents (United States currency) per day; for unskilled from 18 to 30 cents.

ENTERPRISES.

The great marsh running back of Alexandretta, which has given the port a rather evil reputation among seafaring men for years, is to be filled. A competent Italian engineer has the work in charge, and expects in two years to do away with much of the present malarious ground. A committee composed of the governor, two consuls, and two residents are supervising the work.

The project of a railway from this, the only natural port on the Syrian coast, to the city of Aleppo, to open up the Euphrates Valley, has been dealt with in a separate report.*

UNITED STATES MANUFACTURES.

Sewing machines were at one time exported from America, but of late have been undersold by cheaper grades from Europe. These machines sell for about \$22.50, and payment is usually received in installments.

The prospect for the introduction of United States agricultural implements in this section is not very hopeful at present, but Consular Agent Viterbo, of Mersine, reports:

There is a large field for the ready sale of American agricultural implements, some of them, as mowing machines and harvesters, having been already introduced in the country through European agencies. There could be imported, also, cotton planters, plows, cultivators, harvesters and binders, and especially small hand or horsepower threshers of from one to two tons of grain daily capacity, provided the machine delivers the straw completely broken and fit for feeding cattle and horses. There is a great demand for this last article, but unfortunately none of the machines offered have given complete satisfaction.

FREIGHT RATES.

The means of communication with the United States is by steamers to Manchester, Marseilles, Trieste, and Alexandria, Egypt, in which places goods are transshipped. Freight rates are high, ruling from \$13 to \$18 per ton, dead weight, for small shipments.

At rare intervals, an English steamer of the Prince Line touches here, bound for the United States, and freight in quantity can then be sent for as low as \$3.75 per ton, or 42 cubic feet.

Licorice root, which, as is shown by the above schedule, forms by far the largest article of export to the United States, is conveyed by sailing ships chartered for the purpose. These vessels are almost invariably under the Italian flag, and the transportation averages about \$3.50 per ton.

GRAIN.

The price of grain has increased by nearly 50 per cent, on account of prospective demand from France, Italy, and Algeria.

HORACE LEE WASHINGTON, *Consul*.

ALEXANDRETТА, *August 3, 1897.*

BEIRUT.

In obedience to the instructions contained in the circular of August 10, 1897, from the Department of State, I have the honor to submit the following report:

The following statistics for the year ending June 30, 1897, are as full as can be obtained of the exports and imports of this consular district, and include a detailed statement of the commerce between the United States and the two ports of Beirut and Haifa, through which the entire foreign commerce of this part of Syria is carried on.

These statistics give the principal articles that go to make up the foreign trade of the country, and show with what country it is carried on. They also make it clear that the share of the United States in this trade is very small.

HINDRANCES TO UNITED STATES TRADE.

One of the principal reasons, in my opinion, why this share is so meager, is to be found in the difference in the relative distance over which transportation is effected, for this must add to the cost of freights, which is an item of no little importance in this age of close competition. This reason is a general one, and must apply in all cases where it enters into the question of establishing a trade.

A second reason of great weight is to be found in the fact that the market here has been for years in the hands of parties who are not only entirely alive to its value, but are unceasingly vigilant in their efforts to retain possession of it.

The railways from here to Damascus and thence into the Hauran, and the shorter line from Jaffa to Jerusalem, as well as the harbor of Beirut (the best on the coast), were built by the French and are still in their possession.

The flags of the nations whose merchants and manufacturers possess the trade fly here continually, while that of the United States is never seen except upon the rare occasions when one of our naval vessels touches at the port.

There are lines of Austrian, British, French, Russian, and Turkish steamers plying regularly along the coast and among the islands, and it is but natural to suppose that these lines favor, as far as it is possible to do so, the merchants and manufacturers of their own countries.

Besides the ships belonging to the regular transportation companies, there are numerous "tramp" steamers, principally British, continually coming and going, loaded with rice, iron, coal, and general cargoes. Occasionally, but very rarely, a ship belonging to the Prince Line (British) sails direct to America, but the most of the freight carried between here and the United States is transshipped either at Marseilles or at Liverpool. This transshipment, of course, adds to the cost of freight. Full cargoes never come to this port from the United States.

I am convinced, from my own observation, that in several lines a better quality of goods can be furnished from the United States than can be found here, and at a lower price. This is especially true of cotton goods of the higher grades, of crockery, of plated ware, of clocks, of mechanics' tools, of notions, and of household furniture. There ought to be also a good market for saddles and horse trappings, if the people could once be induced to change the fashion of those that they now use.

But to introduce articles of merchandise from a new source into this

country will be a matter of considerable expense and trouble. The reason for this is to be found principally in the fact that the natives of the humbler class—who are, of course, the great consumers—are in many respects a peculiar people. They are frugal to a degree that a citizen of the United States can hardly understand. They are industrious and, above all, extremely conservative in disposition. They are averse to change of any kind. They are fond of seeing new things and of hearing about them, but when it comes to inducing them to purchase anything that they do not know all about they are very hard to move.

One of their chief ambitions is to “live as their fathers lived.” Instances of their reluctance to make changes are to be met with on every hand, and can hardly fail to arrest the attention of the most casual observer.

Among them are many mechanics who make by hand, slowly and laboriously, many of the things that, in other countries, are manufactured by machinery. This is especially the case in respect to earthenware, tin and copper utensils, iron work, furniture, clothing, shoes, saddlery, baskets, cordage, and their simple agricultural implements.

These mechanics are wonderfully skillful in their respective trades. The weavers, using handlooms of the most antiquated pattern, manufacture beautiful and serviceable fabrics in woolen, cotton, and silk.

The agriculture of this people is wonderful. The Lebanon Mountains, for the most part, present an appearance of frightful barrenness and ruggedness, and yet they are full of villages and support a large population. Every available spot is highly cultivated. The steep mountain sides are terraced up to the summits wherever there is soil enough to plant half a dozen mulberry, olive, or fig trees. The implements in use among the tillers of the soil are few in variety and of the most primitive description, yet the work that is done with them can scarcely be excelled. Labor is cheap, and they make up with their hands what they lack in implements. There is absolutely no market here for what we would call “agricultural machinery.” They plow with wooden plows, scantily shod with iron; they reap their wheat and barley with sickles; they “tread” the grain out on threshing floors by means of bullocks or donkeys driven around over the straw, and they winnow it by throwing the straw and chaff up into the air to be blown away by the wind.

These methods prevail in the mountain districts, where the fields are very small and rocky. In the great plains of the Hauran and the plain of Esdraelon, a good deal of harvesting machinery of English and German make is in use.

HOW TO INTRODUCE UNITED STATES GOODS.

To the question of how American merchants and manufacturers are to obtain a foothold in Syria, I would reply that, in my opinion, it can be done only by means of a concerted effort upon the part of those merchants and manufacturers who wish to enter into it.

In the first place, the matter of the cheapest freights between the United States and this coast would have to be carefully looked into and settled upon a permanent basis.

A commercial agency, abundantly supplied with samples (or, rather, with goods in quantities much larger than what we mean when we speak of a “sample”) of cotton goods of all grades, tools, hardware, plated ware, clocks, bicycles, food products, lamps, toys, saddlery, notions, etc.,

should be established in Beirut and put in charge of a brisk, wide-awake man, fully acquainted with all the lines of goods intrusted to his care. He should be a man, too, who would make his personality felt among the people with whom he would be brought into contact. If he knew the French language, it would be all the better, but that is not essential, for excellent interpreters can be engaged here at a very moderate cost. Such an establishment would provide a place where local dealers and consumers would be brought into actual contact with the goods sought to be introduced, where they could examine them at their leisure, and where they could be fully informed as to prices, etc.

The Italians have such an agency here, and I am informed that the results attained have been satisfactory.

Such an enterprise could hardly be undertaken by a single firm acting independently. It should be the work of a strong association, each member of which would contribute to the general expense.

In this connection, I can not forbear inserting an extract from the report of the British Board of Trade, taken from the Commercial Relations of the United States for 1895-96, volume 2, page 17:

The solution of how best to develop and increase our competing power is one to which the state can give only limited assistance. The commercial position of the United Kingdom has been attained and must be kept up in future by the untiring zeal and energy of the industrial community. The work of seeking out customers, providing commodities that customers will buy, exploiting new markets, and elaborating new methods rests with the individual. The state can only afford encouragement and help.

In a report upon the subject of the trade of Syria with foreign countries, made by Erhard Bissinger, esq., then consul of the United States at Beirut, in June, 1886, an interesting account is given of an experiment made with a view to extending trade by an association of German merchants and manufacturers.* In February of that year (1886), this association chartered a small steamer, loaded it with samples of their wares, placing in charge of them men competent to exhibit them to the best advantage and fully informed as to prices, freights, etc., and sent it around the Mediterranean coast, touching first at certain ports of Spain and Portugal, then calling at the principal ports along the north coast of Africa, and so on around the eastern Mediterranean. At each port visited, the local merchants were invited to visit the ship and inspect the wares with which it was loaded. This experiment was made, as I have said, with a small vessel (only 400 tons), but I am informed that the results were good. Why should not a syndicate of United States merchants and manufacturers repeat this venture on a larger scale? The vessel should be large enough and so arranged in the interior as to afford ample and well-lighted rooms in which goods could be exhibited to the best advantage. The expense to each contributor need not be excessive, while the results accomplished could hardly fail to be satisfactory.

A ship so sent would constitute a floating exhibition which would answer the same purpose and in a larger degree (in that it would reach more merchants in the localities visited) as do the exhibitions and expositions so frequently given on land, and which are looked upon with such favor in manufacturing and commercial circles.

That the products of our manufacturers in many lines are really cheaper and better than can be found elsewhere I do not doubt, but in order to be introduced into such a market as this, they must be brought to the very eyes of the consumer and exhibited.

* Commercial Relations, 1885-86, Vol. II., p. 1475.

TRADE CONDITIONS.

The foreign trade of Syria, generally speaking, is steadily on the increase both in exports and imports, and it is to be expected that it will become greater from year to year. The opening of the railway to Damascus has made readily accessible a large stretch of populous country. Excellent macadamized roads are being gradually extended through the southern part of the Lebanon district.

More and more foreigners visit the country every year, and their presence is having the effect of causing the natives who are resident in the larger villages lying along the principal routes to improve their style of living and dress, and so increase the demand for foreign goods and conveniences.

Very many Syrians of the fellaheen (or peasant) class go and come continually to and from Egypt, Europe, and the United States. Their sojourn abroad acquaints them with the manner of living of other peoples, and on returning to their homes, whether temporarily or permanently, they introduce new ideas and new wants. All of these things are gradually having an effect upon the trade of the country.

The era of the bicycle is yet in its infancy in Syria. In Beirut, there are probably not as many as a dozen wheels, and they are, without exception, of a low grade, costing from \$25 to \$50. There are some excellent roads leading out of the city, but as soon as the plain is crossed—a matter of from 2 to 3 miles—the grades are very heavy. In the plain, these roads (with the exception of the Damascus road) are not paved smoothly enough to be good for bicycles, and they are always either muddy or dusty. As the roads immediately around the city are improved, the bicycle will come into more frequent use; but high-priced wheels, costing above \$50 net, will never find a market here as long as cheaper ones are offered.

There seems to be little or no prospect for the introduction of electrical supplies, either for lighting purposes or for power. The streets are partially lighted with gas, but the use of it in houses is very limited. The people use kerosene lamps and do not seem to care for a better light, as they almost universally go to bed very early.

The Damascus narrow-gauge railway, being a French corporation, gets all of its locomotives and rolling stock from France or Belgium.

For the finer grades' of ladies shoes, there is some demand, but it is not large. Men's shoes of the better qualities are handmade. The poorer classes go barefoot or wear homemade slippers.

Iron bedsteads, with tall posts and bars for mosquito netting, are in general use. Other furniture is made in the city. The patterns used are very few in number, but the material and workmanship is of the best quality.

PACKING.

Goods that are to go no farther than the seacoast do not need special packing, but if they are to be forwarded into the interior, they should be strongly packed, in parcels not containing over 120 pounds each. This is for convenience of transportation on the backs of camels, mules, and donkeys.

COTTON GOODS.

Cotton goods intended for sale to the "fellaheen" (or peasantry) should be of cheap quality, and dyed in brilliant colors—scarlets, bright yellows and blues. The patterns are generally in stripes varying from one-quarter to an inch in width.

CREDITS.

As to credits and terms given by European houses, I can not do better than to quote from the report of Vice-consul Khouri, dated September 29, 1896:*

The rates and periods of credits usually granted by European merchants and manufacturers to native purchasers of foreign goods vary according to the kind of commodities purchased. For instance, six months' credit and sixty days' "indulgence" are allowed to purchasers of textiles, four months' credit and sixty days' indulgence for any other manufactured article of merchandise; three months' credit with sixty days' indulgence to the purchaser of any sort of leather, while one month's credit is all that is granted to the purchaser of provisions and liquors.

The word indulgence means the time during which, after the term allowed for credit, the Syrian purchaser is bound to pay, either in installments or all at once, as he may choose, the total amount due by him to the European creditor. In certain instances the native dealers are allowed a credit for a certain number of months, with the condition that they pay an interest charge of 12 per cent per annum.

The above does not, however, constitute a fixed or general rule to govern all transactions between foreign or native dealers or merchants; but these are, on the whole, the terms most prevalent in the Syrian market.

Among dealers in rice, sugar, and coffee a custom prevails that all purchases are made upon a credit of from ten to forty months.

A peculiarity in vogue among the Syrian silk merchants is to reckon a rottolo (5½ pounds) as being 14 ounces (6.664 pounds) instead of 12 ounces, which is the standard for the same—an ounce (Syrian) being the one-twelfth part of a rottolo.

For certain sorts of goods, such as silk, yarn, etc., it is the custom to give a special rate to the several pieces of coin quite different from the actual (or standard) rate of the same currency, when used in the market for the purchase of other sorts of merchandise.

CURRENCY AND EXCHANGE.

The standard currency of the country is gold. The English pound sterling, or sovereign (\$4.86); the French napoleon, or 20-franc piece (\$3.86); the Italian 20-lire piece (\$3.86); the Belgian 20-franc piece (\$3.86); and the Turkish lira, or gold pound (\$4.40), all circulate freely in the market, and all transactions are reduced to one or the other standard in gold from the currency of the country. All transactions are based on the piaster, which, in gold, is worth, in United States currency, 4.4 cents. But all of the Turkish current money, except the gold lira, or pound, is variable in its value as compared with the gold lira, and the same rule holds for the gold coins of the countries named above. For instance, the gold value of the piaster is 4.4 cents, reduced to United States gold, and 100 piasters, according to this calculation, should be equal in value to 1 Turkish lira, or pound, but the market rate of the piaster is 124 to the pound. The subsidiary coinage of the country is in copper and an alloy of silver and copper. If this coinage were considered equal to gold, an English pound sterling would be worth 110 piasters. As it is, it is worth 136½ piasters. A French napoleon would be worth 87.6 piasters. It is actually worth 108½ piasters.

No United States money of any kind circulates here. The "market rate," as it is called, of the Turkish lira or gold pound in Beirut has varied within the past twelve months from a minimum of 124 currency piasters to a maximum of 124½ piasters—that is, from \$4.43 to \$4.46. In the cities of the interior, it fluctuates in value between 122½ piasters (\$4.37) and 128 piasters (\$4.57). The value of the United States dollar is now reckoned at 28 piasters.

The average rate of exchange on London and Paris is about 1 per cent. There is no rate of exchange whatever fixed between Syria and the United States.

There have been no changes since the date of the last report (September 29, 1896)* in tariff rates or customs rules, port regulations or rates of wharfage. There is a fixed rate of 8 per cent duty on all imports from the United States, and a duty of 1 per cent on exports, both *ad valorem*. If there is a dispute as to the appraisement of the goods, the tax is, at the option of the owner, taken in kind.

The harbor facilities are excellent.

COMMUNICATIONS.

The railway from Beirut to Damascus and thence down into the Hauran (a distance of 155 miles), and the railway from Jaffa to Jerusalem (a distance of about 53 miles), comprise all of the railways in the whole of Syria.

Land transport is by mules, donkeys and camels. Caravans rarely come to Beirut since the completion of the railway to Damascus. As stated in a previous part of this report, there are regular lines of Austrian, British, French, Russian, and Turkish steamers which touch at Syrian ports at intervals of from one to two weeks.

The "actual means and times of communication with United States ports" is, for passengers, from 18 to 21 days, via Alexandria, Marseilles, and Havre; for freight, from 30 to 40 days, including delays in loading or unloading cargoes at intermediate ports. Freight charges on goods sent to the United States are from 40 to 50 per cent lower than on those sent from the United States to Syria. The average freight rate per ton from Beirut to New York is \$12.20 per ton, while \$17.50 is the average rate from New York to any Syrian port.

LICENSES.

The following is an extract from last year's report:

* Every merchant, in order to be considered officially in his commercial capacity and to receive due protection in his business, on the part of the commercial court, is required to have his name registered in the *Chambre de Commerce* and to pay a commercial license on the following basis:

Merchants of the first class	\$11.00
Merchants of the second class.....	6.60
Merchants of the third class	4.40
Merchants of the fourth class	2.20

Foreigners are not subject to any special tax. In real estate, they enjoy the same rights as the natives, and they are subject to the same regulations except in the *Hidjaz*, a district of Arabia, in which only Moslems are allowed to hold real estate.

Commercial travelers should be provided with regular passports, such as are issued from the State Department. *Teskerés* for interior travel may be obtained from the local authorities through the consul. Local trade along the coast is carried on in small sailing craft, brigs, and schooners, which are built in the ports from which they hail.

The tonnage employed in commerce with other countries is of foreign origin. Quarantine regulations are strict but just. The health officers are vigilant, and all vessels coming from foreign suspected ports are subjected to a vigorous quarantine, varying in duration as circumstances may demand.

There are no laws or regulations of a discriminating character, nor are there any taxes or excises, in addition to tariff rates, which affect United States vessels. There are no changes in patent, copyright, and trade-mark laws.

* See *Commercial Relations, 1895-96*, p. 944.

POSTAGE.

The postage on domestic letters not weighing more than 15 grams (one-half ounce) is 1 piaster gold (4.4 cents).

The postage on foreign letters of the same weight is the same.

There is no law requiring goods to be so marked as to show the country of origin or manufacture.

THOMAS S. DOYLE, *Consul*.

BEIRUT, *October 14, 1897.*

Imports at Beirut for the year ended June 30, 1897.

[Rate of duty, 8 per cent.]

Description.	Quantity.	Value entered.	Countries whence imported.
Caps		\$120,000	Austria, Germany.
Chinese silk	52,200 pounds..	41,800	China.
Coal	15,500 tons..	95,700	England, France.
Coffee	1,277,760 pounds..	286,960	Yemen, England, France.
Copper and brass	392,000 do....	57,500	France, England, Austria, India.
Cotton goods and cloth		390,000	Germany, Austria, France.
Drugs and groceries		163,000	Europe and United States.
English and other woollens		325,000	England, France, Austria, Germany, Belgium.
Glassware and earthenware		126,000	Do.
Hardware		157,000	Do.
Hides		45,000	England, Egypt, India.
Indigo	144,900 pounds..	147,900	India.
Iron and steel	9,425,570 do....	162,000	England, Belgium, Sweden.
Leather and morocco		500,000	France, Russia, United States, and Germany.
Manchester goods		2,650,000	England.
Petroleum	169,008 cases..	146,700	Russia.
Rice	12,118,480 pounds..	357,700	Italy, England, Egypt, Japan.
Silk goods		423,000	France.
Sugar	10,417,000 pounds..	331,400	France, Austria, England, and Egypt.
Timber		157,400	Anatolia and Danubian principalities.
Miscellaneous		790,000	Various countries.
Total		7,454,060	

Exports from Beirut for the year ended June 30, 1897.

Description.	Quantity.	Value, including costs and charges.	Countries whither exported.
Apricot kernels	560,000 pounds..	\$39,200	France, Austria.
Cotton goods		195,000	Egypt, Turkey.
Oriental tissues		92,000	United States, Egypt, France.
Raw silk	798,400 pounds..	2,612,800	France.
Sheep, oxen, and horses		31,000	Egypt.
Silk goods		180,000	Egypt, Turkey.
Soap	734,800 pounds..	41,900	Egypt.
Tobacco	191,620 do....	16,900	Do.
Wool	2,335,740 do....	220,000	United States, England, Italy, and France.
Miscellaneous		1,600,000	
Total		5,028,800	

Imports and exports between Beirut and the United States for the year ended June 30, 1897.

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
			<i>Pounds.</i>	
Antiquities				\$1,343. 67
Bitumen			134,535	5,978. 76
Carpets				245. 95
Drugs		\$280		
Lamps		160		
Leather		800		
Oriental sundry goods and provisions				18,199. 29
Provisions		6,100		
Salted bowels (sheep casings)				6,771. 19
Sewing machines		35,200		
Tombao			8,495	880. 47
Unwashed wool			791,888	67,956. 65
Washed wool			46,676	5,376. 48
Miscellaneous		5,000		
Total		47,540		106,732. 46

Imports at Haifa for the year ended June 30, 1897.

[Rate of duty, 8 per cent.]

Description.	Quantity.	Value entered.	Amount of duties.	Countries whence imported.
	<i>Pounds.</i>			
Coffee.....	400,000	\$100,000	\$8,000	France, Haïlas (Mecca).
Dry goods and hardware.....		321,000	25,680	United States, England.
Lumber.....		76,000	6,080	Greece, Roumania, Trieste.
Machinery.....		53,000	4,240	France, Germany.
Rice.....	1,700,000	51,000	4,080	India, Italy.
Sugar.....	1,200,000	48,000	3,840	Austria, Egypt, France.
Tiles for roofing and flooring.....		110,000	8,800	France, Italy.
Total		769,000		

Exports from Acca and Haifa for the year ended June 30, 1897.

Description.	Quantity.	Value, including costs and charges.	Countries whither exported.
Antiquities		\$2,020. 00	United States and England.
Barley		14,100. 00	Egypt, Greece.
Beans		6,200. 00	France.
Durrah (maize)..... pounds..	8,920,000	80,280. 00	Do.
Olive oil, refined (a)..... gallons..	276	282. 68	United States.
Olive oil, not refined..... pounds..	2,400,000	168,000. 00	France.
Pease..... do...	1,000,000	10,000. 00	Do.
Sesame..... do...	660,000	21,780. 00	Do.
Soap, white castile (b)..... do...	44,086	3,747. 34	United States.
Wheat, from Hauran..... do...	112,000,000	1,288,000. 00	France, Italy, Turkey.
Wine, from Carmel, claret (c)..... gallons..	9,600	3,840. 00	Germany, Egypt.
Wool..... pounds..	50,000	3,500. 00	France.
Total		1,601,750. 22	

The above figures, with the exception of (a), (b), and (c) are estimates.

PALESTINE.

JERUSALEM.

I have the honor to submit the following report, in reply to Department circular of August 10, 1897.

To obtain anything like an accurate and detailed report of the commercial condition of Palestine at this time is impossible. The effort has been made both by myself and Consular Agent Hardegg, at Jaffa, and we have met with no success. The Turkish officials at the custom-house, as usual, refused to give us any information, and agents of shipping companies are little better.

In the face of these difficulties, I am compelled to limit this report to general statements, from which, however, United States business men may obtain an idea of trade conditions here.

Palestine is a poor country, and is getting poorer every year. The cause of this poverty is not due to the land itself, but to the method of government. The people are oppressed by heavy taxation at all times, and within the past year, two special calls for extra taxes have been made. Money is, hence, very scarce, and there is little remaining in the hands of the peasants, who form the producing class. In a country and among a people subjected to these conditions, there can be no great demand for the products of foreign lands. Such goods as are imported are for the use of foreigners who are temporarily residing here, and for a very few of the better class of natives who can afford them.

Some of the staple articles of food are derived entirely from foreign sources, such as coffee, tea, sugar, and rice. Of these four named articles, rice is the largest, as it enters into nearly every food preparation of the natives. An important item, also, is salt fish, which finds a large market here.

The following list will afford some idea of the importations of food stuffs, and of the amount imported during the six months of the present year ending June 30, 1897:

Articles.	Quantity.	Value.	From—
Rice.....pounds..	2,400,000	\$55,000	India, Egypt, Arabia.
Coffee.....do....	205,000	21,000	France, Arabia, Germany.
Salt fish.....do....	190,000	19,000	Egypt, Russia, Holland.
Sugar.....barrels..	7,500	52,500	Egypt, Austria, France.
Tea.....pounds..	5,600	2,500	England, India.
Flour.....barrels..	4,500	27,000	Russia, Austria.
Potatoes.....bushels..	1,200	1,500	France, Turkey, Austria.

Besides the above, small shipments of groceries have been received by a few dealers, the entire value of which did not exceed \$6,000.

Of these commodities, it occurs to me that flour and potatoes might be shipped by United States exporters with profit, provided moderate freight rates could be procured. Ordinary grades of flour of domestic origin are now selling in the Jerusalem market at \$5.50 per barrel, while potatoes of very inferior quality bring at retail \$1.20 per bushel.

MANUFACTURED ARTICLES.

Of manufactured articles, petroleum, lumber, and cotton goods are the leaders in amount and value of importations. The complete list, as far as obtainable, is as follows:

Articles.	Value.	From—
Candles.....	\$6, 000	Austria, France.
Coal	18, 000	England, Belgium, France.
Copper and metals.....	5, 800	Belgium, France, England.
Drugs, medicines.....	18, 000	France, Germany, England.
Furniture.....	3, 500	Austria, France, Germany.
Glassware.....	12, 000	Germany, Austria, England.
Hardware.....	10, 000	Do.
Hides.....	7, 500	India, Egypt.
Iron.....	6, 000	Belgium, England, Russia.
Leather.....	7, 000	Turkey, France, Russia.
Cotton goods.....	72, 000	Austria, Egypt, England.
Woolens.....	35, 000	Do.
Silk goods.....	18, 000	Austria, Egypt, Turkey.
Paper.....	18, 000	Austria, France, Germany.
Petroleum.....	400, 000	Russia.
Wood and timber.....	80, 000	Austria, Roumania, Turkey.
Yarn.....	3, 000	England, Germany.

The three articles of largest importation, viz, cotton goods, petroleum in the form of kerosene, and wood and timber, could be successfully supplied by United States producers. The cotton products of American looms are certainly of better quality than those imported from Austria, Egypt, or England. Cotton sheetings retail here at from 12 to 26 cents per yard in 2 to 2 $\frac{1}{2}$ -yard widths. Shirtings, about 35 inches in width, retail at from 5 to 20 cents per yard. It is difficult to obtain the cost at wholesale. The wood and timber now to be had in the Jerusalem or Jaffa markets are of decidedly inferior qualities. Within the last year, an enterprising firm here has imported two small shipments of yellow pine from the United States. This wood has commanded a very good price, and has been universally admired.

Under present business conditions, it is not likely that American kerosene will be imported. By some arrangement, the reason for which I can only infer, the Russian article has full control of the market. This is not because it is as good as United States illuminating oil, for it certainly is poorer; nor is it because of its being cheaper, for it commands a price ranging from \$1.40 to \$1.60 per tin of 6 gallons. Until within a few years, American kerosene could always be had and was much preferred.

Furniture manufacturers might here find a market for some of their products. There is no good furniture of any kind to be had here. The imported articles in this line are very inferior, and would find no sale if there were anything to compete with them. What now comes is mostly from Austria. The native artisans pretend to make furniture, but their ideas and methods of execution are so crude, and their prices are so exorbitant, that the import of good furniture at reasonable rates would leave them nothing to do.

Lumber in the form of doors and window frames would also find ready sale, as the domestic products are crude and very expensive. In the matter of small tools, such as are used by carpenters, stone-cutters, blacksmiths, and artisans generally, United States manufactures could certainly compete successfully. There is no question as to the great superiority of these tools as made in the United States. The sole question is as to price, and the only way to answer this would be for some enterprising firm to send a sample shipment to some reliable

dealer in these goods. One Jerusalem firm is now importing, through a Hamburg firm, tool handles manufactured in the United States, and a few small tools. American canned goods can be found in nearly all the grocery stores, but come through English and German exporters.

EXPORTS FROM PALESTINE.

The leading exports are the following, together with probable amounts, value, and countries to which sent:

Articles.	Quantity.	Value.	To—
Oranges and lemons.....boxes..	200,000	\$200,000	England, Germany, Russia.
Sesame seed and oil		125,000	France, England.
Soap.....pounds..	2,000,000	110,000	Egypt, Turkey.
Watermelons.....pounds..	2,000,000	120,000	Do.
Olivewood and mother-of-pearl.....		85,000	Europe and United States.
Wine.....gallons..	75,000	19,000	Germany, Egypt, France.
Olive oil.....do.....	6,000	3,000	France, England, Egypt.
Wool.....		2,000	England.

In this list, the only articles going to the United States are olive-wood and mother-of-pearl goods. These are in the form of toilet articles and objects of piety. During the six months previous to July 1, 1897, these goods were sent to America to the amount of about \$11,000. Nearly all travelers and tourists who visit Palestine, of whom there are about a thousand each year from the United States, carry back with them some of these goods. It would be safe to say that \$5,000 worth are taken to America in this way every year.

The wine industry of Palestine is increasing rapidly, owing to the improvement in the numerous Jewish colonies.

There are no new regulations concerning port dues, customs charges, or business licenses since my report of last year, as published in Vol. I of Commercial Relations, page 950.

There have been no improvements in harbor facilities. Jaffa, the only seaport in Palestine, is very bad at best, and in winter is frequently so dangerous that vessels with passengers and cargo for disembarkation are compelled to pass without stopping. There is really no harbor.

COMMUNICATIONS.

Shipping facilities to and from the United States are poor, being very slow and uncertain. The time consumed between New York and Jaffa is from three to four months.

Direct lines of steamships come from Liverpool and London to Jaffa; also from Marseilles and Constantinople. Goods from American ports could thus come direct to Jaffa with only one transshipment en route. I can see no good reason why so much time is required to make the voyage. Then, there are occasional vessels from United States ports that pass through the Suez Canal and leave freight destined for places along the Syrian coast. Intending shippers, by taking advantage of such a steamer, could save on transportation rates.

There are no new lines of railroads or caravan routes under construction or contemplated.

COMMERCIAL REGULATIONS.

Commercial travelers are subject to no tax for license. The only requirement for them on landing at Jaffa is to submit their samples to

inspection, and pay a small deposit as a guaranty that their samples will not be sold while in the country. This deposit is returned when the agent leaves Jaffa. Every person coming to Palestine or any part of Turkey should never fail to bring a passport, and be sure that it is properly viséed by some Turkish consular officer located outside of Turkey. Trouble and expense will be saved to those who take this wise precaution.

It would be next to impossible to obtain data as to vessels built and vessels purchased from other countries. There is, at the same time, no tonnage owned and employed in commerce with other countries.

Quarantine regulations are very uncertain, but lean to the side of severity. During the recent cholera epidemic in Egypt, vessels from ports of the infected country were compelled to undergo a quarantine in the Beirut station of from ten to twenty days. This was at a time when no European ports except those of Greece forbade the free coming and going of Egyptian vessels.

There is no discrimination against United States vessels or goods. All vessels must pay the same port dues in proportion to their tonnage. All goods must pay a uniform tariff of 8 per cent ad valorem.

There have been no recent changes in patent, copyright, and trademark laws.

POSTAL RATES.

Letter-postage rates, domestic and foreign, are 1 piaster (good money), equal to 5 cents, per half ounce. Parcel or book postage is at the rate of 10 paras (1 cent) per 50 grams ($1\frac{1}{2}$ ounces).

I am informed from importers of various lines of goods that there is no law requiring goods to be marked so as to show the country of origin or manufacture.

The above report is respectfully submitted as the most complete that can now be prepared. The respects in which it will be found lacking are due to the commercial conditions of this part of Turkey, where no Government records of imports and exports can be consulted.

EDWIN S. WALLACE, *Consul.*

JERUSALEM, *September 14, 1897.*

EXPORTS DECLARED FOR THE UNITED STATES.

Value of exports declared for the United States at the several consular offices in Turkey in Asia during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
ALEPPO.					
Carpets				\$302. 75	\$302. 75
Comestibles	\$58. 08	\$58. 00	\$109. 28		265. 36
Embroideries		169. 00	702. 95	1, 451. 00	2, 332. 95
Gall				2, 700. 43	2, 700. 43
Wool	11, 597. 24	21, 164. 00	25, 736. 39	49, 906. 00	108, 403. 68
Total	11, 695. 32	21, 391. 00	26, 548. 62	54, 370. 18	114, 005. 12
ALEXANDRETTA.					
Licorice root	81, 015. 53	111, 896. 74	80, 586. 06		273, 498. 33
Embroideries		230. 06			230. 06
Total	81, 015. 53	112, 126. 80	80, 586. 06		273, 728. 39

Value of exports declared for the United States at the several consular offices in Turkey in Asia during the year ended June 30, 1897—Continued.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
BAGDAD.					
Carpets			\$1,633.76		\$1,633.76
Gall		\$3,219.52			3,219.52
Intestines			688.67	\$2,671.27	3,360.94
Licorice root	\$1,478.40			3,505.48	4,983.88
Mohair		564.25			564.25
Wool	122,082.85	68,466.95	94,866.63		285,415.93
Total	123,560.75	72,250.72	97,199.06	6,176.75	299,187.28
BEIRUT.					
Antiquities	828.00		515.67		1,343.67
Bitumen		965.00	2,609.42	2,404.34	5,978.76
Carpets		245.95			245.95
Oriental sundry goods and provisions	3,819.05	2,469.41	6,455.87	5,454.96	18,199.29
Salted bowels (sheep casings)	1,424.16	719.60	1,686.21	2,941.22	6,771.19
Tombac		554.01	198.71	107.75	860.47
Unwashed wool		18,407.92	45,354.84	4,193.89	67,956.65
Washed wool	4,677.82		698.06		5,375.88
Total	10,749.03	23,361.89	57,519.38	15,102.16	106,732.46
BUSSORAH.¹					
Dates		158,894.10	10,542.81		169,436.91
Licorice		14,298.00			14,298.00
Total		168,192.10	10,542.81		178,734.91
DAMASCUS.					
Oriental goods	7,807.13	6,418.88	2,716.35	4,718.09	21,660.45
Wool	26,139.03	43,309.89	11,502.83	8,678.67	89,630.42
Total	33,946.16	49,728.72	14,219.18	13,396.76	111,290.82
HAIFA.					
Antiquities		396.80			396.80
Olive oil, refined	162.29			120.39	282.68
Soap, white castile	839.33	1,289.84	828.31	840.16	3,747.34
Total	1,001.62	1,685.84	828.31	960.55	4,426.32
MERSINA.					
Wool		1,440.00	36.25		1,476.25
SMYRNA.					
Carpets and rugs	57,748.65	54,264.97	70,808.83	74,519.95	257,342.40
Emery stone	24,082.52	6,097.92	18,540.54	29,144.33	77,865.31
Figs	254,125.39	231,028.78	319.00		485,473.17
Iron ore			87,514.55		87,514.55
Licorice root	103,018.65	81,588.44	137,363.88	67,361.50	389,332.47
Opium	164,565.05	389,622.25	507,719.92	108,034.37	1,169,942.59
Raisins	74,569.43	199,735.64	11,694.85	7,976.14	293,976.06
Wool	88,801.08	11,817.08	168,583.52	14,844.39	284,046.07
Sundries	15,771.48	26,143.49	45,403.70	23,126.12	110,444.79
Total	782,682.25	1,000,290.57	1,047,948.79	325,006.80	3,155,987.41
RECAPITULATION.					
Aleppo	11,695.32	21,391.00	26,548.62	54,370.18	114,005.12
Alexandretta	81,015.53	112,126.80	80,586.06		273,728.39
Bagdad	123,560.75	72,250.72	97,199.06	6,176.75	299,187.28
Beirut	10,749.03	23,361.89	57,519.38	15,102.16	106,732.46
Bussorah		168,192.10	10,542.81		178,734.91
Damascus	33,946.16	49,728.72	14,219.18	13,396.76	111,290.82
Haifa	1,001.62	1,685.84	828.31	960.55	4,426.32
Mersina			1,440.00	36.25	1,476.25
Smyrna	782,682.25	1,000,290.57	1,047,948.79	325,006.80	3,155,987.41
Total for Turkey in Asia	1,044,650.66	1,448,986.64	1,386,832.21	415,049.45	4,245,518.96

¹The consular agency of Bussorah was established during the quarter ending September 30, 1896.

AUSTRALASIA.

NEW SOUTH WALES.

General business in the whole of Australia has been greatly depressed since the financial crisis of 1893; 1894 showed very little, if any, signs of recovery; the destructive droughts of 1895 reduced the stock of sheep (which is the chief source of profit for the colony) from 56,000,000 to 47,000,000 head, and owing to this drought the export of the chief pastoral products was checked and the price of wool also declined. To augment the difficulties so long prevailing, a still more severe and protracted drought appeared toward the close of 1896, the intervening time being insufficient to repair the ravages of the former years.

Owing to these protracted droughts, spreading over almost the entire colony, there has been but little increase in the number of flocks since the close of the dreadful season of 1895.

The magnitude of the pastoral industry may be appreciated by reference to the fact that of a total export of £16,436,210 (\$79,879,980) in 1895, £11,605,716, or \$56,403,779, was of pastoral products, and of this £8,958,690 or \$43,536,803 worth was wool; and as the export of wool in 1891 was £11,036,803 (\$53,365,047), it may be seen how materially a reduction in the flocks affects the total purchasing power of the people.

With the long-continued financial depression, accentuated by the ravages of the successive droughts on the pastoral industry, any hope for greatly improved business in the early future seems likely to be met with disappointment.

The following table shows the exports of pastoral products for the last two calendar years:

Articles.	1895.		1896.	
Wool	£8,958,690	\$43,536,233	£9,897,332	\$48,101,034
Meat	705,924	3,430,791	658,829	3,201,909
Butter	57,575	279,815	108,435	526,994
Live stock	498,918	2,424,741	611,403	2,971,419
Skins	611,504	2,971,909	638,398	3,102,614
Tallow	778,105	3,757,290	509,666	2,476,976
Total	11,605,716	56,403,779	12,424,063	60,380,946

I think that a careful examination of the fiscal years of 1895-96 and of 1896-97 would show a somewhat different series of figures, as the meat export during the latter was materially decreased, the tallow export slightly increased, and the hide and skin export greatly increased.

Then, for the present fiscal year, I incline to think there will be a decrease in all of these items, providing the seasons continue as now promised, except in that of wool, as there will be an effort to bring the flocks up to the normal numbers.

The total exports and imports for the whole colony for the two years under consideration were:

	1895.		1896.	
Exports:				
Merchandise.....	£18,780,940	\$91,275,369	£19,109,602	\$92,872,666
Coin.....	2,718,841	13,203,567	3,617,233	17,579,752
Bullion.....	434,997	2,124,085	283,504	1,377,829
Total.....	21,934,778	106,603,021	23,010,339	111,830,247
Imports:				
Merchandise.....	13,902,937	67,568,274	18,079,101	87,864,430
Coin.....	79,239	385,102	493,795	2,399,844
Bullion.....	2,010,239	9,769,763	1,988,614	9,664,664
Total.....	15,992,415	77,723,139	20,561,510	99,928,938

The following table shows the total trade of New South Wales with countries other than those under the British Crown for the last three years, as recorded in the Statistical Register:

Countries.	1894.		1895.		1896.	
Belgium.....	£1,236,941	\$6,011,533	£931,114	\$4,525,214	£982,173	\$4,773,361
Chile.....	148,393	721,190	162,331	788,928	140,136	680,061
China.....	138,537	673,290	141,813	689,211	198,422	964,331
Egypt.....	5,355	26,025	10,307	50,092	11,318	55,005
France.....	1,138,039	5,530,870	1,512,785	7,352,135	1,618,881	7,867,741
New Caledonia.....	97,903	475,809	99,689	484,489	151,598	736,766
Kaiser Wilhelm's Land.....	2,960	14,396	1,676	8,145	119	578
Hawaiian Islands.....	22,392	108,825	19,415	94,357	23,333	113,196
Italy.....	51,772	251,612	103,072	500,930	89,605	435,499
Japan.....	42,770	207,862	82,421	408,566	76,380	371,207
Netherlands.....	35,577	172,904	27,561	133,946	11,135	54,116
Java.....	53,461	259,820	14,166	68,846	26,818	130,335
Sweden.....			5,062	24,601	1,967	9,560
Norway.....	29,193	141,878	28,100	136,556	34,227	166,343
Peru.....	15,290	74,309	13,422	60,471	19,644	96,470
Philippine Islands.....	42,645	207,255	83,814	164,336	43,887	213,291
South Sea Islands.....	108,778	509,081	123,144	568,505	155,966	758,092
United States.....	916,968	4,458,464	1,307,879	6,356,288	3,794,835	18,442,896
Germany.....	1,202,074	6,136,596	1,567,358	7,617,360	1,462,232	7,106,448

The statements of this table, while correct, are somewhat misleading, so far as the growth of American trade with New South Wales is concerned, as there were abnormal shipments of coin from Sydney to our ports during 1896. But to deduct the total gold and coin shipments, the table would still show an increase of over 130 per cent during the three years mentioned, against an increase of 20 per cent for France and 16 for Germany, notwithstanding the enormous subsidies paid by these countries to steamship lines for the purpose of increasing Australian trade. Further, to deduct the entire wheat and flour imports from the United States to New South Wales, which were also abnormal, it would still leave a net increase of over 54 per cent in the regular staple lines.

I have watched this growing trade with patriotic pride, and after three and a half years of careful observation, I feel safe in assuring my countrymen of a splendid future in the Australian markets, if proper skill is used in studying the tastes of the people and proper energy and integrity are observed in supplying the requirements.

The chief articles imported into New South Wales during 1896 and

the portions furnished by the United States is shown by the following table (all being duty free, except those otherwise indicated):

Articles.	Total importations.		From United States. ¹	
Agricultural implements	\$345,000	£270,975	\$64,000	£13,277
Apparel (wearing)	4,545,000	910,666	29,000	6,017
Arms, ammunition, and explosives	685,000	138,783	82,000	16,576
Bicycles	994,000	205,490	.....	50,758
Boots and shoes	1,850,000	381,233	201,000	41,539
Brush ware and brush material	160,000	34,746	24,000	4,991
Carriages and carriage material	240,000	50,391	112,000	23,886
Drugs, chemicals, etc	998,000	206,862	57,000	11,820
Confectionery ²	97,000	20,196	8,000	1,785
Dentist's tools, material, etc	40,000	8,567	17,000	3,600
Fish, preserved, etc	511,000	103,623	183,000	35,687
Fruits, various ²	1,785,000	367,272	54,000	11,084
Furniture and upholstery	409,000	84,920	33,000	6,842
Grains and products	5,805,000	1,157,144	3,485,000	717,200
Hardware and ironmongery	1,150,000	231,537	160,000	33,173
Hops	197,000	40,701	45,000	9,429
Leathers	405,000	81,502	118,000	24,308
Machinery, various	2,380,000	489,675	280,000	57,328
Oils, various	98,000	202,067	398,500	81,946
Paper, books, etc.	1,805,000	872,111	235,000	48,571
Picture frames and moldings	62,000	13,360	14,000	2,960
Preserves ³	62,000	13,687	38,000	8,061
Railway and tramway plant	715,000	147,039	10,000	2,100
Soap (toilet, etc.)	321,000	65,568	56,000	11,742
Stationery (sundries)	609,000	125,497	36,000	7,575
Timber (lumber)	675,000	344,955	565,000	117,772
Tobacco and products ³	1,125,000	231,937	538,000	110,774
Tools not otherwise enumerated	480,000	97,339	190,000	39,353
Typewriting machines	82,000	17,046	58,000	12,053
Watches and clocks	202,000	41,981	49,000	10,288

¹ The reductions to United States currency are given in round numbers.

² Diminishing duties; free after 1900.

³ 72 cents per pound; cigars and cigarettes, \$1.40 duty per pound.

The following table indicates the character of New South Wales exports, the thirty classes of articles being selected from those highest in the list as measured by value. In this selection, I have also kept in view the advisability of setting forth most clearly the character of domestic productions. In the list here given, in the items marked as "drapery, books, and stationery," and the various iron and steel products, the exports are taken quite largely from previous imports, Sydney being a convenient distributing center.

Principal exports from New South Wales for 1896.

Articles.	Value.	
Animals:		
Horses	£127,083	\$617,623
Cattle	222,697	1,082,367
Sheep	258,952	1,258,507
Pigs	2,311	11,231
Total live animals	611,043	2,969,668
Bones	15,812	76,846
Butter	108,435	526,994
Coal	900,264	4,375,283
Gold (coin)	3,602,986	17,510,512
Copper (ingots)	180,808	878,727
Drapery	200,062	972,301
Fresh fruits	128,049	622,318
Gold (bars and dust)	283,504	1,377,829
Grain	140,980	685,163
Flour	243,187	1,181,889
Hardware and ironmongery	47,796	232,289
Iron (angles, bar, rod, and pipe)	87,906	184,223
Iron (galvanized sheets and bars)	54,604	265,375

Principal exports from New South Wales for 1896—Continued.

Articles.	Values.	
Wire, galvanized and black.....	£12, 306	\$59, 807
Wire netting, galvanized.....	52, 499	255, 145
Lead, pig.....	83, 485	162, 737
Leather.....	338, 961	1, 647, 350
Meat (extract of beef).....	30, 011	145, 853
Beef, frozen.....	16, 518	80, 267
Mutton, frozen.....	326, 879	1, 587, 633
Meat, preserved.....	262, 290	1, 374, 681
Beef, salt.....	7, 299	35, 473
Milk, condensed.....	5, 859	28, 475
Kerosene.....	16, 211	78, 785
Books and periodicals.....	87, 262	181, 093
Potatoes.....	48, 714	235, 950
Ore.....	1, 089, 585	5, 285, 383
Kangaroo and other marsupial skins.....	138, 824	674, 665
Hides and all other skins.....	469, 574	2, 427, 929
Sugar, raw.....	72, 621	352, 938
Tallow.....	509, 666	2, 476, 979
Timber, rough.....	55, 046	272, 394
Tin, ingots.....	162, 719	742, 214
Wool:		
Greasy.....	7, 816, 942	35, 560, 338
Scoured and washed.....	2, 580, 390	12, 540, 695
Total.....	20, 160, 087	97, 978, 022

There are several articles on the import list in which our commerce should be greatly increased. Our trade in agricultural implements, bicycles, and drugs will grow with average business effort, while in boots and shoes, hardware, paper goods, machinery, dressed lumber, and high-class confectionery, the trade can be vastly increased. Then I see no reason why our furniture should not largely take the place of Austrian, as it is more showy and superior in many ways, and with tact and energy, it can be shown to better harmonize with Australian taste. Further, as the United States is producing iron and steel of various kinds more cheaply than any other country, we should gradually increase our Australian trade in those lines.

The statistics for the port of Sydney for the last three years show a total trade as follows:

Year.	Imports.		Exports.	
1894.....	£13, 564, 181	\$65, 921, 919	£13, 790, 770	\$67, 023, 142
1895.....	13, 778, 148	66, 961, 799	15, 696, 631	76, 285, 626
1896.....	16, 821, 742	81, 753, 666	16, 638, 847	80, 864, 796

The number of vessels entering this port in 1896 was 1,708, with a total tonnage of 2,104,613, and there departed 1,404 vessels, with an aggregate tonnage of 1,806,438. Of this vast number of entries, all were steam craft but 338, and of the 1,370 entries of steamers but 13 were from the United States and but 8 bore the Stars and Stripes. The seeming disparity between "entries" and "departures" arises from the fact that many vessels enter the port of Sydney, discharge cargo, and go to Newcastle for coal, whence they clear.

ADVICE TO UNITED STATES EXPORTERS.

A few Americans in Australia have expressed the opinion that our manufacturers should establish show rooms and keep on hand a moderate-sized stock, from which buyers could select. From this opinion,

I strongly dissent. Those thus advising are, in my judgment, not experienced commercial men. The methods now in vogue in Sydney and other Australian ports are, I think, well calculated to answer the objects in view. The proposed policy would disorganize present business and fail in its purpose. To abolish the "indent agent" abroad would be like abolishing the "drummers" at home. The vigilant agents here choose lines that harmonize with their business experience. They carry sufficient samples for the trade; their interests are more than those of a "hired man," who would be in charge of a stocked warehouse and show room, for they have a proprietary interest. They make the acquaintance of certain buyers and push selected lines. They guard their own and their principal's reputation, look carefully to the interest of customers, whom they of course desire to retain as such, and are ready at all times to give efficient aid to the American manufacturer and the Australian dealer. In this age of industrial progress, of centralization of energy and specialization of effort, the "middle man," instead of being a superfluity, is becoming more and more a necessity; indeed, he is a most important factor in commerce. But manufacturers should trust their goods only in the hands of men of experience, industry, and integrity; and then they should be advised by such agents regarding the style of goods, the packing and delivery of same, so as to meet the demands of the market.

I want to impress again upon my countrymen the fact that Australia's market is a growing one, and that American firms operating through the proper agencies, furnishing proper goods, kept up to standard and packed and delivered as per contract, may feel secure in a profitable business for the future. Another thing, however, must not be forgotten, and that is, the buyer is the party who must be the final judge of the article sent to the market, for no eloquence will persuade the conservative Britisher to buy what he has not already decided that he wants. The American wants a new thing, the Britisher wants a tried thing. With the British, custom and association are despotic masters. American boots are growing in favor in Sydney, because, for a few years, the people have been confronted with them in many shop windows. In a British country, trade can not be forced or "boomed;" it must be built. Men handling American goods should assume at least a style of permanency as to residence; they should mingle with the people, join in social pleasure, and accept social responsibilities. They should allay national prejudice by a course of conduct at all times harmonizing with the sentiment that we are a kindred people. It is not true, especially abroad, that "friendship and business are very different things," for, other things being equal, we prefer to deal with those in whose personal honor we have gained confidence, and in whose success we feel an interest through association.

NOTES.

During the year 1896, there were important commercial changes in New South Wales, and some political movements which, if consummated, will greatly improve the trade relations between Australia as a whole and the outside world.

One important change was a reduction in the port charges of about one-half; another was the establishment of a direct line of fine steamers of about 2,500 tons, making monthly trips between Japan and Australia. This is a Japan line, heavily subsidized by the Japanese Government, as per my report published in Consular Reports No. 198, March, 1897, page 369.

Since the establishment of this new steamer line, the Japanese Government has also opened a consulate in Sydney. Japan must now be counted upon as a factor in competition for Australian trade.

The Turkish Government has also established a consulate in Sydney, the new consul appearing to be a man of experience, energy, and ability. However, though there are about 1,000 Turkish subjects in New South Wales, Turkish trade is well-nigh an absent quantity on the books of the country.

There were, in the year 1896, plans completed for the construction of several miles of railway in the interior of the colony, and for several new lines of street railway in Sydney. In furnishing the material, machinery, and appliances, American firms have secured a satisfactory share.

The political change referred to above is the "Federal movement" reported in Consular Reports, No. 201, June, 1897, page 284. I think this great movement is gaining ground among the people, though many local politicians have opposed it in Parliament.

Industrial conditions in this colony have not materially changed during the year. The number of unemployed has decreased; the strikes have been amicably settled; recent land laws are working favorably for those desiring to adopt agricultural pursuits; the people are accepting loyally the new fiscal arrangements; business is rapidly adjusting itself to new conditions, and the prospects for the future, if not cheerful, are certainly not discouraging.

GEO. W. BELL, *Consul.*

SYDNEY, *August 5, 1897.*

OUR TRADE WITH AUSTRALIA.*

HOW TO REACH THE MARKET.

During four years in Sydney, I have carefully observed the complex character of Australia's development, and watched the influences that tell for success or failure in all affairs relating to business life.

Australia is our "farthest" market. It is almost on the opposite side of the globe from Washington. Sydney is the metropolis of Australasia, and is about 7,000 miles from San Francisco and 14,000 miles from New York.

The mail takes about twenty-three days from Sydney to San Francisco and twenty-eight or twenty-nine to New York. Freight rates are high, cabling is very expensive, and therefore every transaction should be conducted on the methods suggested by all the complex conditions of the case.

There have been several unsuccessful "experiments" made by our people in the Australian markets. Manufacturers have sent goods unsuited for the market, out of season, and to unreliable persons, with disastrous results. The time which it takes to land goods, the expense of freight and handling, the risk in selling a new thing, the time, trouble, and expense of returning unsold articles, have discouraged some persons dealing in lines which should be staple in this market, and which could have been handled at a satisfactory profit if handled properly.

Our people must learn that business in Australia must be carried on by methods peculiar to Australia. We do not own this country,

* Prepared at the request of the president of the Philadelphia Museum.

and, though the people are of our race and speak our language, we can not change their tastes and business habits. The buyer must always be the judge of the merit, style, and general character of the goods sold in any market. He must be consulted and pleased, as he pays for the goods and so keeps the mills running and the ships sailing. The manufacturer may coax the buyer; he may tempt him to deviate from a custom; he may gradually change, improve, or degrade his tastes, but it must be done by pleasing him. Then, too, we must remember that the tastes, habits, and thoughts are more firmly established in British than in American communities. We must further remember that while our "Australian cousins" are conspicuously influenced by appearances, they have not the reckless manner of "buying what they like because they like it" that Americans have, and service cuts a greater figure with them than with us.

We are gaining ground in these markets in proportion as our strong and reliable firms are establishing active, intelligent, and respectable representatives among the customers. But in the choice of representatives, great caution is necessary. Agents of American firms must not only have experience, ability, and industry—they must have character and firmness of purpose. A young man coming to Australia finds a trying change of climate, change of scenery, change of social and business methods. Drinking here is very common, eating is an abuse, and sporting a mania. With Australians, these are fixed habits, but the change is often dangerous to the newcomer, the more dangerous as social affairs and business are closely allied in these colonies.

I am satisfied that Americans, as a rule, are more successful than strangers in handling American goods, but even Americans, to reach the best results, must adopt many Australian habits and adapt themselves to Australian methods. They must become acquainted with the customs and the people; they must accept to some extent the responsibility of social duties, and show a kindly sympathy for the people with whom their lots are cast. In fact, they must deserve respect and confidence. While I will not claim that business integrity is higher here than in other countries, or than it "ought to be," my observation is that nowhere does business integrity count for more than it does in Australia.

I know of no single case where an American article, suited to the requirements of this country and handled by an industrious agent, worthy of trust and respect, has failed of success.

I have received many hundred letters from manufacturers of different American articles, asking to be put in "direct" communication with reliable dealers in such lines. This practice is, in my opinion, of questionable wisdom.

As a rule, "dealing direct" with strangers in a market so distant, and the requirements and business methods of which are so little known to our people, very often leads to disappointment and failure.

First, the vicissitudes of seasons in Australia vary materially and affect seriously the purchasing powers of the people as a whole, and sagacious men interested in the success of various lines should be on the ground, that emergencies may be prepared for. Then, though business here is done on a gigantic scale, many charming castles are in danger of collapse at the approach of a financial breeze. This must also be watched, and if watched carefully, I believe there is no safer field in which to operate.

It is almost impossible to learn in the United States the business and financial standing of men in Australia, so there is no little danger in opening up new trade direct with new firms. Of course, there are sev-

eral houses in Sydney and other Australian cities with whom our people may as safely deal as with neighbors in their own country, but as a rule, it is better to do business through well-established commission houses, whose agents are fully informed as to the requirements of the trade, who personally know the dealers, and are familiar with the dealings, customs of long credits, banking facilities, and the other hundred and one "tricks" of the trade that must be understood to insure success. There are many amazing delays and difficulties here unknown to our people at home, and business is safer in the hands of men who are on the ground and familiar with the ins and outs of general affairs. There is here a long credit system that is very embarrassing to our people. There are long delays in unloading cargoes, the length of the voyage is uncertain, and business is often blocked by holidays.

While, eliminating all abnormal imports and exports caused by short crops in New South Wales and demand for gold in the United States, our trade with this colony has increased over 54 per cent during the last four years, there are many articles and classes of articles in which our trade should be even much more extensive.

Our boot and shoe trade here is firmly established, and the demand is no longer wholly for ladies' goods; our machinery trade is increasing, and we have secured a footing even in the iron and steel trade. In the better quality of canned goods, especially fruits, lobster, and preserves, and also of high-grade confectionery, we should have a better trade.

But I want to call special attention to a class of goods which, in my opinion, has been neglected by our manufacturers, namely, cotton goods. Of course, I realize that our people do not consider themselves in the textile trade of the world, but I am convinced that in cottons of almost all grades, we should have a large share of the Australian market. This is a warm climate, and with American skill in preserving softness in the appearance of cotton fabrics, we can certainly make goods that would take well in Australia.

While the people here are per capita the most wealthy on the globe, it should be remembered that it is the great wealth in the hands of a comparatively small class that raises the average. A vast majority of the people are not nearly so well to do as the most numerous or middle class in the United States. As a fact, price cuts a much larger figure in Australia than with us. Even with really well to do, or, I may say, among the upper or wealthy classes, there is an attention paid to price, in almost all articles, quite unknown in our country. While the well-to-do people dress well, there is an economy in the purchase of articles which appears strange to Americans. The cost of the average jacket worn on the street by the average well-to-do women in Sydney is certainly hardly more than half the cost of that worn by the same class of persons on the streets of San Francisco, Chicago, or any other of our cities. The same is even more true as to the foot wear of ladies and the hats of gentlemen, and the difference is not because goods of like quality are cheaper here, but because they are of a much lower grade. Our best hats would find no sale in Sydney, but our medium soft hats should find a good sale, especially as the taste for soft hats has materially increased during the last three years.

I have referred to the foregoing cases as evidence that superior and skillfully made cotton goods, because of their fine appearance and cheapness, should have a good market in these colonies. I am perfectly convinced that in flannelettes, towelings of all kinds, bleached muslins, and an endless variety of the lighter and softer cottons we could secure

a large part of the trade. In standard sheetings or heavy cottons, called here "calicos," we would hardly succeed at first, as the British goods are so filled with clay as to make them seem much firmer and more durable.

While I am of the opinion that the suggestion to have stocks of American goods and sales rooms established in leading Australian cities would be unwise, as it would be expensive and would tend to disorganize our present trade by injuring and alienating established American agencies and commission houses, yet I believe it might be wise for a few factories to unite and establish a neat show room, with a complete series of samples, where buyers or casual inspectors could examine goods and learn prices at which they could be purchased, say, for a certain stated number of months. This experiment would be inexpensive, it would aid and not alienate established dealers, and it would familiarize "the trade" with American goods and prices.

One of the difficulties to contend with in every effort to encourage American trade here is the fear of fluctuations in prices and the sudden changes in the style of goods. Several merchants have complained to me bitterly that they have bought certain American goods, worked hard to popularize them, and then, when new stocks were needed, up went the prices, or the same goods could not be procured. This is unfortunate, as it requires great skill and patience to introduce goods in any British community; but when introduced, the market is reliable. Customers seek other channels, thoroughly imbued with the ever-prevalent idea that it is a waste of time to handle American lines. So one transaction may increase the difficulties of further introduction to the customer, and discourage the representative as well.

Manufacturers furnishing goods to the Australian market should be prepared to furnish at about the same prices for a considerable length of time. Credits are long, business drags, and sudden changes are very discouraging.

Above all things, stability is regarded as an essential factor in business in any British community.

There is another suggestion I desire to make, and that is the propriety of our manufacturers avoiding a too general association of different classes of goods, or of employing agencies on too general a basis. Reference is here made to what is known as distributing or wholesale firms exclusively of local or British antecedent.

To illustrate, I knew of one particular case in which one of our greatest manufacturing firms placed its affairs in the hands of a general agency, where like goods from other factories and other countries were sold—goods with older and better established reputations. Even the agents seemed to regard the older goods as the safer to buy or sell, and the buyer, selecting from a large class of goods which to a layman appear much alike, was informed that such and such goods were from old and reliable "mills." Result, small sales for the "American goods." The agency had only a general interest in selling goods of its "line," but not in selling the goods of any particular country or manufacturer.

I was dissatisfied with this condition, and when a proper representative came, the business was rearranged, and as somebody had a particular interest in selling goods from this particular part of our little world, the sales doubled in a few months, and trebled in less than eighteen months.

This is only an illustration based upon actual observation, but it serves to prove the facts of the situation in the Australian trade. Many

splendid articles of American make have been placed in the hands of general merchants or agents only to be shelf worn, never being shown to buyers, or even mentioned. Some secure such agencies for the very purpose of keeping the goods out of other hands, and so out of the markets. I have in my mind now several very important articles which are to-day undergoing this treatment. Of course, with agents this is only "business," for they sell what will sell easiest. There is no sentiment or patriotism in the ledger.

While many large wholesale houses have accepted agencies with the best possible intentions and results have been partially satisfactory to manufacturers, they have failed in a thorough introduction. The reason is never quite understood by our manufacturers. A distributing firm is limited to the trade it controls, and no other distributing firm will handle a line controlled by a competitor, but is rather stimulated to seek agencies of a similar nature in self-protection. An agent or representative must be able to sell to all distributing houses in order to command the market and secure the results of a successful introduction.

In this connection, too, I desire to suggest that exporters stand more loyally by their chosen agents abroad who honestly strive to popularize American goods. As an illustration, an industrious and competent agent, with a special knowledge in the line, worked with energy, tact, and industry, and secured considerable orders for an article of American manufacture. He supposed he was the accredited agent for this country. There is a good market here for the article in question, and a good profit in its manufacture, but another factory in another country had the field. Well, this gentleman's "orders" were sent; there was a tedious delay in the ship's arrival from New York, and when the anxious agent learned of the arrival of his goods, he also learned that quite a stock of the same goods from the same factory had come on the same ship, to be thrown on the market. Result, the agent was almost ruined.

Now, I believe that special lines should be placed in special hands, and that when an agent works hard to popularize an article, to push it before the public, and demonstrate its merits, he should feel a reasonable certainty that he would have the benefits of his labor in further business.

The element of time is rarely properly considered by manufacturers. A sea voyage of four months, a month loading, and a month discharging means at the very least six months before samples or first shipments can be even sighted. While mails are now more frequent, at the best a letter simply advising receipt of goods can not be received by the American shipper under seven and a half to eight months. Manufacturers are apt to feel that in giving an agency a year, ample time is allowed for agents to prove their interests, and frequent change of agents has resulted, because so little has been done in what is after all not exceeding four months of actual work on the part of the agent.

I may be pardoned for mentioning here again that Sydney, Australia, is the strongest competitive point on the globe. Ships loaded with "divers wares" come here from all points of the compass. In this, most distant of all great cities, the products of all people are thrown on the market, and these goods are bought on their merits by a critical people. The cost of returning goods is great, the time required for instruction is long, and they must be sold, or great losses are sustained.

It is an error to suppose that "anything is good enough" for Aus-

tralia. Australians are courted by the world. It is a splendid market, but in no place does merit count for more. By merit, I mean not the highest class or finest and most expensive fabrics, but the closest approximation to samples, to truth, and to honor in the transaction of business.

While credits are long in Australia, there need be few losses if business is intrusted to sagacious and capable men who settle down to their work, and study the people with whom they deal and the methods by which they must be governed.

For the new street railway in Sydney, our people have the contract for furnishing most of the machinery and electrical appliances, and recently, an American has secured an order for 2,000 tons of steel rails.

AUSTRALASIAN AMERICAN TRADE.

Considering the 4,000,000 Australians as one people, the Australians sell to the outside world more of their own products and buy more of foreign products than any other people of like numbers on the globe.

To the casual reader, the available statistics do not reveal this fact, for reasons that are obvious only to the more careful investigator. An illustration will make this clear. For instance, the "books" show the Belgians to be the "greatest commercial people on the globe" per capita, as indicated by Belgian exports and imports. But it must be remembered that Belgium is merely a workshop, many of her imports coming in as material to be exported in a modified form. She takes wool into one door as imports and sends it out at another in a modified form as exports. The same is true of iron and many other things. Her production consists largely in the labor of changing the form of the products of other lands.

The same is true as to the apparent and the real conditions of "commercial England." Eliminate from the imports of England or Belgium all that is shown in other forms on the export list, and from her exports all that was in another form imported, and the seeming importance of these countries would be very materially lessened.

With Australia, the case is different, as hardly any of her imports are reexported, and, save in certain classes of woolen goods and boots and shoes, comparatively little that she exports is reimported.

In a commercial point, to a people who deal largely in "finished goods," the trade of the 4,000,000 Australians is as valuable as the trade of 20,000,000 of the average Europeans. A realization of these facts has induced me to take considerable pains to inform all "whom it may concern" regarding the importance of the Australian trade and the requirements of the markets, as evidenced by prevailing conditions and methods.

It should be remembered in this connection that the Australians are chiefly an agricultural, pastoral, and mining people, and that these 4,000,000 Australians occupy a country as extensive in area as the United States aside from Alaska; that, per capita, they are the most wealthy inhabitants of the globe, and that the chief exports are products of almost universal want, while their chief imports are of the "finished goods" of the most advanced nations. Australia produces the best wool in the world, and over one fourth of the world's total supply, as well as nearly one-fourth of the world's gold product and nearly one-eighth of the world's silver output, together with tin, copper, and other crude but valuable products.

It may be well to remind the reader that Australasia is divided into seven separate and distinct self-governing colonies or governments, having seven distinct and varying fiscal policies or tariff laws; that over one-half of these 4,000,000 people live in the two colonies of New South Wales and Victoria, and nearly one-fourth of them in the two cities of Sydney and Melbourne, the former having a population of some 425,000 and the latter 500,000.

As wool is the chief and most valuable product of Australasia, and as New South Wales has one-half the sheep of Australasia, or one-eighth of the world's stock, Sydney is not only the metropolis of New South Wales, but of Australasia, as well as the terminus of nearly all the steamer lines connecting this continent with any part of the Old World.

And as the industries throughout the whole of Australasia are of about the same nature, and the population of about the same classes, what is learned regarding Sydney and Melbourne and the countries of which these cities are the capitals is approximately true of the whole country.

With a view, then, of serving the commercial interests of our people, I respectfully submit the matter on the following pages.

As a basis for the more detailed information, I call attention to the broad and general statistics regarding the commercial movements of the two leading colonies and their rival commercial centers.

SHIPPING RETURNS FOR NEW SOUTH WALES.

Entrances and clearances of vessels at the ports of New South Wales in 1896.

Nationality.	With cargo.		In ballast.		Total.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
ENTERED.						
British:						
Sail	285	237,253	440	475,875	725	712,928
Steam	1,984	1,604,403	251	223,918	2,235	1,828,321
Total	2,269	1,841,656	691	699,593	2,960	2,541,249
Foreign:						
Sail	66	69,734	24	31,015	90	100,749
Steam	100	267,265	74	170,903	174	438,168
Total	166	336,999	98	201,918	264	538,917
Grand total	2,435	2,178,655	789	901,511	3,224	3,080,166
CLEARED.						
British:						
Sail	525	556,862	29	36,971	554	593,833
Steam	2,385	2,103,485	33	34,034	2,418	2,137,519
Total	2,910	2,660,367	62	71,005	2,972	2,731,372
Foreign:						
Sail	134	136,615	10	7,915	144	144,590
Steam	90	231,600	2	1,457	92	233,057
Total	224	368,265	12	9,372	236	377,637
Grand total	3,134	3,028,632	74	80,377	3,208	3,109,009
Total entered and cleared	5,569	5,207,287	863	981,888	6,432	6,189,175

SHIPPING RETURNS FOR VICTORIA.

Entrances and clearances of vessels at the ports of Victoria in 1896.

Nationality.	With cargo.		In ballast.		Total.	
	Num- ber.	Tonnage.	Num- ber.	Tonnage.	Num- ber.	Tonnage.
ENTERED.						
British:						
Sail	211	132,056	3	2,792	214	134,848
Steam	1,431	1,802,971	107	70,292	1,538	1,873,263
Total	1,642	1,935,027	110	73,084	1,752	2,008,111
Foreign:						
Sail	37	32,874	1	693	38	33,567
Steam	87	228,614	3	4,748	90	233,362
Total	124	261,488	4	5,441	128	266,929
Grand total	1,766	2,196,515	114	78,525	1,884	2,275,040
CLEARED.						
British:						
Sail	156	65,444	70	72,406	226	137,850
Steam	1,312	1,630,539	230	246,256	1,542	2,076,795
Total	1,468	1,695,983	300	318,662	1,768	2,214,645
Foreign:						
Sail	16	16,497	25	22,533	41	39,030
Steam	88	231,177	3	4,900	91	236,377
Total	104	247,674	28	27,433	132	275,107
Grand total	1,572	1,943,657	328	346,095	1,900	2,289,752
Total entered and cleared	3,338	4,140,172	442	424,620	3,780	4,564,792

Of the foregoing total entrances and clearances, American vessels participated as follows (all sailing vessels): Entered with cargo, 11, of 11,357 tons; cleared with cargo, 5, of 3,249 tons; cleared in ballast, 8, of 10,353 tons; total, 34 vessels, of 24,859 tons.

As the total in and out tonnage of Victorian ports is 4,565,792 tons, and as the total foreign tonnage is but 537,036 tons, it will be seen that the British retain over 88 per cent of the total tonnage, and while the total foreign tonnage amounts to but 12 per cent of the whole, that of the United States amounts to about one-half of 1 per cent of the whole.

The total trade of New South Wales with other countries in 1896 amounted to £43,571,859 (\$212,273,518), of which the share of the United States amounted to £3,794,835 (\$18,467,565). The imports into the port of Sydney from the United States amounted to £1,673,840 (\$8,145,742), and the exports therefrom to the United States amounted to £1,981,008 (\$9,644,956), a total trade with the port of £3,655,748 (\$17,790,697), or more than 10 per cent of the total trade of the port.*

The trade of Melbourne with the United States (1896) was as follows: Imports from the United States, £505,355 (\$2,459,310); exports to the United States, £283,754 (\$1,380,888); a total of £789,109 (\$3,840,198), or a little more than 3 per cent of the total trade of the port.

* My attention has frequently been called to the expense and inconvenience of some of our American firms in making remittances to the United States, which is usually done by bankers' bills on London, Paris, or Berlin.

The Australian banks fix the rate of exchange on London from time to time on a basis leaving a rather liberal profit for themselves in the transaction. The Bank of England rate of discount governs to a large extent the rate of exchange, but there is always a good margin of profit provided for the local as well as for the London bankers.

To reduce "the other fellow's profit" several of our merchants have been making

There is another phase of the subject that illustrates even more clearly the comparative importance of the leading Australian commercial centers.

Taking the facts from the foregoing tables, if the total value of Sydney's tonnage is divided by the total tonnage, the per-ton value is about \$42, while for Melbourne it is about \$28.

Of a grand total of in and out tonnage during the calendar year of 1896 for the port of Sydney, 88,289 tons were of American vessels (United States tonnage), while for the port of Melbourne, but 24,859 tons were of American vessels.

The total value of the in and out tonnage, as expressed by imports and exports for the ports, respectively, for same year as above, was:

Description.	Sydney.		Melbourne.	
Imports	£16,821,742	\$8,186,300	£11,871,671	\$57,773,487
Exports	16,638,847	8,097,295	13,195,911	64,217,900
Total	33,460,589	16,283,595	25,067,582	121,991,387

It might be of interest here to remark that several lines of very large steamers make monthly trips (lunar months) between European ports and Sydney, including twenty-six 3,200-ton vessels of the Peninsular and Oriental Line; twenty-six 3,000-ton steamers of the Orient Company's line; twelve North German Lloyd's steamers, of from 4,000 to 11,500 tons each; fifteen of Lund's line, averaging 2,500 tons each, and twelve of the White Star Line, of over 2,000 tons each, besides fifteen of the Gulf Line, with over 2,200 tons each. All these make monthly trips (or thirteen visits per year) to Sydney, and, as Melbourne is but a port of call, all these enormous vessels "enter and depart" both on their way to Sydney and on the return to Europe from Sydney, thus on each round trip doubling the tonnage recorded for Melbourne and the port of final destination, or Sydney. It is not easy to estimate the amount by which Melbourne's total tonnage is raised by the double entries and clearances of these great ship lines.

OUR TRADE WITH NEW SOUTH WALES AND VICTORIA COMPARED.

While there is no great difference between the population of the two colonies, or even of the two great Australian cities (Sydney and Melbourne), there is a very material difference in our trade with the two colonies and the two cities. The causes for the greater trade with New South Wales are obvious to the most superficial observer.

One reason is in the essential differences in fundamental conditions. While the population of the two colonies is nearly equal, New South Wales having 1,268,000 and Victoria 1,182,000, the former has an area of 310,700 square miles, being nearly four times as great as the latter with 87,884 square miles, while in agricultural development, Victoria has twice as much land under cultivation as New South Wales.

shipments of gold direct to the United States, and by sending large sums, they have made quite a saving in this way. Others have even found it profitable to remit by cable where sums of \$5,000 or over were to be transferred. When we consider that cabling from here costs \$1.54 per word, the importance of this question appears more impressive. For small sums, the post-office order is often resorted to.

Considering the magnitude of our trade in Australasia, it seems to me that some more satisfactory system might be introduced, not only with a saving to our merchants, but with a profit to our bankers as well.

The total area under crops in 1894 (Coghlan) was: New South Wales 1,325,964, acres and Victoria 2,419,856 acres, with a total value of crop: New South Wales, £3,248,796 (\$15,810,266), and Victoria, £4,233,986 (\$20,604,357). In pastoral and dairy industries, the total value of the New South Wales products was £16,804,000 (\$81,776,666) and that of Victoria £8,498,000 (\$41,355,517).

In manufactures, there is less difference in total results, the horse-power employed in manufacturing industries in New South Wales for 1894 being 29,177 and in Victoria 30,880, the value of plant in New South Wales being £5,529,860. (\$26,911,063) and Victoria £6,646,660 (\$32,345,971), and the gross value of manufactured goods in New South Wales being £16,625,258 (\$80,906,614) and in Victoria £22,390,351 (\$109,935,943).

The following table shows the industrial conditions as to manufactures of the two colonies for ten years (latest available statistics from Coghlan's Seven Colonies for 1895-96):

Industrial establishments in New South Wales and Victoria.

Year.	New South Wales.		Victoria.	
	Establishments.	Number of hands.	Establishments.	Number of hands.
1885.....	2,970	50,563	3,419	28,794
1886.....	2,925	47,231	3,541	41,677
1887.....	3,020	50,582	3,541	43,527
1888.....	3,154	56,271	3,349	43,051
1889.....	3,308	59,181	3,106	45,564
1890.....	3,296	58,175	2,926	44,989
1891.....	3,320	58,525	2,583	46,135
1892.....	3,055	48,921	2,240	44,268
1893.....	2,737	39,815	2,093	38,918
1894.....	2,675	41,273	2,647	42,751

The industries seem to be rather varied in the two colonies, though this appearance is somewhat accentuated by the different methods of the statisticians.

The following I have selected from the Victorian Year Book of 1893—latest available—giving the industries in which there are over 500 hands engaged:

Manufacturing establishments in Victoria.

Industries.	Establishments.	Hands employed.
Machines, tools, and implements:		
Agricultural implements.....	71	1,127
Iron foundries and engineering establishments.....	190	5,091
Coach and wagon.....	205	1,988
Cabinet works.....	71	756
Dress:		
Boot manufactories.....	92	3,341
Clothing manufactories.....	105	4,330
Woolen mills.....	7	552
Biscuit manufactories.....	7	600
Flour mills.....	104	685
Aerated waters, etc.....	160	827
Breweries.....	68	1,040
Tobacco, cigars, etc.....	13	588
Tanneries, fellmongers, etc.....	132	1,492
Chaff cutting, etc.....	220	882
Sawmills, etc.....	321	1,410
Sawmills (forest).....		1,006
Gas works.....	30	1,198
Brickyards, pot, etc.....	233	1,346
Stone and marble works.....	54	627

Industries in New South Wales.¹

Description of industry.	Persons employed.
Treating raw material, the production of pastoral pursuits	3,642
Preparing materials used as food and drink	8,840
Clothing and textile industries	6,014
Manufacture of building materials	5,571
Metal and machinery works	7,745
Ship building, repairing, etc.	1,035
Paper, printing, binding, and engraving	4,731
Vehicles, harness, and saddlery	1,389
Light and heat	1,424
Miscellaneous	2,670

¹ From Coghlan's *Wealth and Progress* for 1895-96.

These greater numbers show the classification to be more general in the latter table for New South Wales. For instance, under the head "Preparing materials used as food and drink" there are six or seven industries, employing over 500 hands. In the manufacture of boots (boots and shoes) in New South Wales, there were, in 1895, 66 factories, employing a total of 3,743 hands, and in Victoria (in 1893, latest, Hayter) there were 87 factories, employing 3,341 hands. (In New South Wales there were, in 1893, 54 factories, employing 3,090 hands.)

The difference in the methods used by Mr. Coghlan and Mr. Hayter, Government statisticians of Victoria and New South Wales, respectively, makes a comparison in particular classes of articles rather difficult. But it seems quite certain that the manufacturing interests of Victoria are more varied and include more of the staples than do the factories of New South Wales, so that less imports of many classes of goods are necessary in the southern colony. Further, it will be noticed that her agricultural resources equal her demands, while her surplus pastoral products are far below those of New South Wales.

On the other hand, while the manufacturing industries of New South Wales are less varied and supply less of the local demand, thus necessitating heavier imports in staple manufactured goods, her agricultural products are unequal to her demands, necessitating the importation even of breadstuffs, feed, and vegetables; but her pastoral, dairy, and mining products are so enormously in excess of domestic consumption that her exports probably exceed those of any other country of like population.

Another cause for the greater tonnage, as evidenced by entries and departures of vessels in the ports of New South Wales, is her vast coal output at Newcastle.

Still another cause for the greater trade between the United States and New South Wales through this port (Sydney) is that, for over fifteen years, there has been direct steam service to San Francisco, and for the last four years, there has been steam connection with Vancouver and British Columbia, practically making two regular lines between the United States and Australia through this port. This, of course, not only swells the tonnage, but it affords facilities for increasing exchange between the two countries not enjoyed by the Victorian port.

All in all, it is obvious that Victoria lives well within herself, while the people of New South Wales do more buying and selling with the outside world than the people of any other country.

With the influence of all the conditions enumerated; with the present tendency of each colony for further development on the present lines; with the further fact that Port Jackson is the best and most commo-

ous harbor, not only in Australasia, but on the globe, it seems to me that Sydney as a distributing point and the metropolis of these antipodean countries must become more and more a recognized fact.

GEO. W. BELL, *Consul.*

SYDNEY, *December 21, 1897.*

TRADE WITH THE UNITED STATES IN 1897.

The records of 1896 were so satisfactory I determined to ascertain how we had held our own during the rather dull months of 1897, so I prepared the hereto attached list of articles, and the collector, at considerable trouble, deviated from the practice of the office and inserted the figures representing amounts.

In my list, I had purposely omitted wheat and flour, as that is largely an abnormal trade, but Mr. Lockyer, the collector, inserted it, and the facts revealed by his suggestions make the situation all the more satisfactory.

During the calendar year 1896, New South Wales imported £709,890 (\$3,454,680) worth of wheat and flour, or an average of £177,472 (\$863,667) per quarter, while for the first three quarters of 1897, there was a total of £475,653 (\$2,314,765), or £158,551 (\$771,588) per quarter. However, this importation has ceased, and in all probability the £475,653 worth will cover the year's importations.

The point I desire to make is that the wheat and flour importations are abnormal, and that the enormous importations in those articles during 1896 swelled our Australian trade.

Now, it will be noticed that a subtraction of this abnormal importation of £709,890 (\$3,454,680) worth of wheat and flour in 1896 from the total importations, which were £1,729,871 (\$8,418,497) worth of all commodities, would leave our real staple trade or imports into New South Wales £1,019,980 (\$4,963,733), while to subtract the £475,653 (\$2,314,765) worth of wheat and flour imported during the first three quarters of 1897 from the total of the said three quarters' importations, would leave for such three quarters £968,143 (\$4,713,068) in staple articles.

For the year 1896, New South Wales imported in staple products, other than wheat and flour, at the rate of £254,995 (\$1,240,933) per quarter, while for the three quarters of 1897, similar imports amounted to £322,714 (\$1,570,488) per quarter. Thus, if the average of the first three quarters of 1897 is kept up through the year there will be importations from the United States—other than wheat and flour—of £1,290,856 (\$6,281,951), as against £1,019,980 (\$4,963,733) worth for 1896. This gain of £270,876 (\$1,318,218) for 1897, about 25 per cent, over the previous year is very satisfactory, especially when we remember that the figures for 1896—again eliminating wheat and flour, which is an abnormal trade—showed a gain of over 45 per cent in less than four years.

Mr. Coghlan's Statistical Register for 1897, part 3, page 6, shows that New South Wales imported from the United States in 1893 but £526,331 (\$2,561,134) worth, so if the full year of 1897 averages with the first three quarters, the importations in the normal lines will be almost double for 1897 what they were for 1893.

There is a rather invisible point worthy of notice, and that is a reminder that many American goods which finally reach New South Wales are last cleared from English ports. This is especially true in

the case of boots and shoes. As a fact, but a small portion of American boots and shoes in the Australian markets come directly from the United States or show in the import records as being American.

On the whole, we have every reason to be gratified with our Australian trade.

GEO. W. BELL, *Consul.*

SYDNEY, *December 21, 1897.*

IMPORTS INTO NEW SOUTH WALES.¹

Statement showing the total imports into New South Wales, with the proportion furnished by the United States, for year ending December 31, 1896.

Articles.	Total im- portations.	Proportion from United States.
Acids:		
Acetic	gallons 25,472	.....
Sulphuric	cwt. 415	.....
Tartaric	pounds 273,705	.....
Other	packages 2,991	8
Mineral waters	dozen 23,892	129
Agricultural implements:		
Plows	packages 1,651	345
Material	do. 4,010	234
Reapers and binders	do. 1,380	685
Other	do. 3,672	1,805
Alc and beer:		
In wood	gallons 843,676	1,220
In bottles	do. 988,170	1,867
Alkalies:		
Bicarbonate of soda	pounds 1,347,378	.....
Caustic soda	do. 19,900	.....
Silicate of soda	cwt. 5,774	.....
Soda ash	do. 34,448	.....
Soda crystal	do. 14,674	.....
Alum	do. 1,265	32
Anchor	number 1,110	.....
Animals (live):		
Horses	head 6,918	1
Cattle	do. 268,428	.....
Sheep	do. 1,010,176	33
Pigs	do. 7,291	.....
Dogs	do. 143	.....
Mules	do. 7	.....
Other	do. 55	.....
Antimony metal	cwt. 78	.....
Apparel, wearing	packages 37,276	684
Arms, ammunition, etc	do. 844	291
Gun caps	do. 39	3
Shot	cwt. 4,590	.....
Cartridges	packages 5,326	2,300
Powder—		
Sporting	pounds 127,153	2,562
Blasting	do. 1,160,148	30,500
Fuse	packages 1,120	.....
Dynamite	pounds 800,238	100,000
Other explosives	packages 2,283	32
Arrowroot	pounds 246,701	2,016
Asbestos	packages 111	54
Asphalt	cwt. 966	.....
Bags and sacks:		
Bran	dozen 125,163	.....
Calico	packages 53	.....
Corn sacks	dozen 165,122	.....
Gunny and ore	do. 234,256	.....
Other	do. 771	4
Bark:		
Wattle	cwt. 93,549	.....
Other	do. 146	.....
Baskets and basket ware	packages 765	.....
Beche-de-mer	cwt. 888	.....
Bedsteads	packages 2,975	2
Bee-keepers' materials	do. 858	965
Belted	do. 229	.....
Bicycles, etc	do. 6,160	1,046
Billiard tables and materials	do. 186	.....

¹ Total value of imports, £18,079,101 (\$38,981,945).

Statement showing the total imports into New South Wales—Continued.

Articles.	Total im- portations.	Proportion from United States.
Birds	packages.. 264	.....
Blacuita .....	..... pounds.. 80,727	..... 432
Boot polish .....	..... packages.. 4,637	..... 1,758
Blankets .....	..... do. 3,084	.....
Blinc .....	..... pounds.. 5,258	.....
Boats .....	..... 25	..... 1
Bones .....	..... cwt.. 18,974	.....
Boots and shoes .....	..... packages.. 20,453	..... 2,983
Boot uppers .....	..... do. 150	.....
Bottles, empty .....	..... do. 13,543	..... 231
Brass ware .....	..... do. 1,126	..... 19
Brick:		
Building .....	..... number.. 201,172	.....
Fire .....	..... do. 718,489	.....
Brush ware and brooms .....	..... packages.. 3,839	..... 78
Brush-makers' material .....	..... do. 4,983	..... 3,745
Building material (unenumerated) .....	..... do. 2,288	..... 786
Butter .....	..... pounds.. 2,114,126	.....
Candles .....	..... do. 3,331,172	..... 552
Cane, willows, etc .....	..... packages.. 23,258	.....
Canvas .....	..... do. 3,300	..... 41
Carriages .....	..... number.. 252	..... 59
Carts and wagons .....	..... do. 408	..... 24
Carriage materials .....	..... packages.. 19,472	..... 6,178
Cement .....	..... barrels.. 126,242	.....
Charcoal:		
Wood .....	..... tons.. 507	.....
Animal .....	..... do. 10,500	.....
Cheese .....	..... pounds.. 1,214,506	..... 821
Chemical products .....	..... packages.. 19,367	..... 947
Chicory:		
Raw .....	..... pounds.. 253,991	.....
Prepared .....	..... do. 85,296	.....
China and porcelain .....	..... packages.. 1,724	..... 1
Chinese goods .....	..... do. 1,535	.....
Chinese provisions .....	..... do. 760	.....
Chrome ore .....	..... cwt.. 128,710	.....
Cider and perry .....	..... gallons.. 1,281	.....
Coal .....	..... tons.. 795	.....
Cobalt ore .....	..... cwt.. 5,555	.....
Cocoa and chocolate preparations .....	..... pounds.. 687,196	..... 2,304
Cocoa and chocolate, raw .....	..... do. 37,503	..... 3,189
Coffee:		
Raw .....	..... do. 649,540	..... 107,237
Prepared .....	..... do. 29,412	.....
Coin:		
Gold .....	..... boxes.. 120	.....
Silver .....	..... do. 46	.....
Bronze .....	..... do. 256	.....
Coke .....	..... tons.. 46,134	.....
Confectionery .....	..... pounds.. 615,724	..... 57,432
Copper:		
Ingots .....	..... cwt.. 93	.....
Roll and bar .....	..... packages.. 235	.....
Sheet .....	..... do. 219	.....
Wire .....	..... do. 310	..... 4
Copper matte .....	..... cwt.. 1,842	.....
Copper ore .....	..... do. 6,202	.....
Copra .....	..... do. 141,880	.....
Cordage and rope .....	..... do. 18,280	..... 56
Cordage, old .....	..... do. 277	.....
Cordials, nonspirit .....	..... dozen.. 8,272	.....
Corks and bungs .....	..... packages.. 2,625	..... 1
Cotton:		
Raw .....	..... do. 123	..... 14
Wick .....	..... do. 130	..... 7
Waste .....	..... do. 1,357	.....
Cream of tartar .....	..... pounds.. 718,899	.....
Cutlery .....	..... packages.. 1,561	..... 61
Dentists' tools and materials .....	..... do. 299	..... 108
Diving gear .....	..... do. 35	.....
Drapery, unenumerated .....	..... do. 62,970	..... 565
Drugs and apothecaries' ware .....	..... do. 24,826	..... 4,620
Dyes and dye ware .....	..... do. 2,466	..... 374
Crookery ware .....	..... do. 1,283	.....
Drain pipes .....	..... number.. 1,268	.....
Other .....	..... packages.. 7,145	.....
Eggs .....	..... dozen.. 392,628	.....
Fancy goods .....	..... packages.. 11,553	..... 301
Farinaceous and milk food .....	..... pounds.. 477,703	..... 271,167
Felt .....	..... packages.. 1,222	.....

Statement showing the total imports into New South Wales, etc.—Continued.

Articles.	Total im- portations.	Proportion from United States.
Fiber.....	packages.. 24,642	.....
Fireclay.....	..cwt.. 6,220	.....
Firewood.....	..tons.. 1,252	.....
Fireworks.....	..packages.. 2,907	.....
Fish:		
Fresh.....	..do.. 4,181	.....
Frozen.....	..do.. 1,504	60
Dried and preserved.....	..pounds.. 4,757,989	1,877,714
Flax and hemp.....	..packages.. 4,958	.....
Floor and oil cloth.....	..do.. 7,154	4
Fruit salts.....	..do.. 35,470	.....
Fruit peel.....	..do.. 638	.....
Fruit:		
Boiled, dried, etc.....	..pounds.. 730,055	.....
Bottled.....	..dozen.. 1,819	.....
Bananas.....	..packages.. 670,957	.....
Pineapples.....	..do.. 35,556	.....
Fresh apples.....	..do.. 611,019	5,622
Currants and raisins.....	..pounds.. 8,414,490	21,330
Dates, dried.....	..do.. 1,052,246	.....
Other, dried and candied.....	..do.. 857,025	362,290
Edible nuts.....	..do.. 330,719	.....
Other nuts.....	..do.. 957,931	58,000
Fungus.....	..packages.. 3,027	.....
Furniture and upholstery:		
Furniture.....	..do.. 18,460	2,770
Furniture springs and material.....	..do.. 213	.....
Upholstery.....	..do.. 8,984	469
Ferns.....	..do.. 154	.....
Gas fittings.....	..do.. 1,728	5
Gasoline.....	..do.. 1,783	1,053
Gelatin and isinglass.....	..pounds.. 158,276	224
Ginger.....	..do.. 138,056	.....
Glass:		
Looking.....	..packages.. 258	.....
Plate.....	..do.. 1,106	.....
Window.....	..do.. 31,989	.....
Broken.....	..do.. 94	.....
Glassware.....	..do.. 8,957	1,137
Gloves.....	..do.. 1,636	1
Glucose:		
Liquor and sirup.....	..cwt.. 13,842	13,704
Solid.....	..do.. 6,262	1,629
Glue and size.....	..pounds.. 164,331	4,368
Glue pieces.....	..cwt.. 8,880	.....
Glycerin.....	..packages.. 473	3
Gold:		
Bars, dust, etc.....	..ounces.. 528,381	.....
Quartz and concentrates.....	..packages.. 184	.....
Leaf.....	..do.. 40	.....
Grain, pulse, etc.:		
Barley.....	..bushels.. 63,400	3,765
Prepared.....	..do.. 541	.....
Beans.....	..do.. 5,592	4,663
Bran.....	..do.. 491,364	8,000
Flour.....	..centals.. 1,125,832	581,466
Groats.....	..pounds.. 108,807	.....
Malze.....	..bushels.. 111,018	18,792
Mazeina and corn flour.....	..pounds.. 198,177	1,500
Oatmeal.....	..cwt.. 29,964	899
Oats.....	..bushels.. 988,890	525
Pease, dried.....	..packages.. 10,163	355
Pollard.....	..bushels.. 70,243	.....
Rice.....	..cwt.. 130,516	.....
Ground.....	..pounds.. 21,561	.....
Rye.....	..bushels.. 880,000	.....
Sharps.....	..do.. 7,198	.....
Wheat.....	..do.. 2,502,478	1,917,606
Grease.....	..cwt.. 3,248	1,735
Grindery.....	..packages.. 6,806	2,642
Gum.....	..do.. 600	27
Hair.....	..pounds.. 103,744	1,136
Hardware and ironmongery.....	..packages.. 68,996	9,027
Hats and caps.....	..do.. 9,876	.....
Hatters' materials.....	..do.. 231	.....
Hay and chaff.....	..cwt.. 1,050,467	.....
Hollow ware.....	..packages.. 4,743	160
Honey.....	..pounds.. 68,000	.....
Hoofs.....	..cwt.. 2,941	.....

Statement showing the total imports into New South Wales, etc.—Continued.

Articles.	Total im- portations.	Proportion from United States.
Hops.....pounds	1,397,658	418,580
Horns.....number	521,844	
Ice.....packages	99	
India-rubber goods:		
Crude India rubber.....do	178	
Piping.....do	469	45
Other.....do	1,265	503
Instruments:		
Optical.....do	262	11
Surgical.....do	237	6
Other scientific.....do	424	12
Instruments, musical:		
Harmoniums and organs.....do	347	272
Pianos.....do	2,624	35
Other.....do	787	10
Materials.....do	139	
Iron and steel:		
Angle, bar, and rod.....cwt.	160,536	
Hoop.....do	38,614	
Plate and sheet.....do	116,387	
Pipes.....do	143,254	
Other castings.....do	15,620	
Other wrought.....do	3,763	
Bolts, spikes, etc.....do	29,719	588
Chains.....do	7,017	
Girders and joists.....do	20,272	
Nails.....do	59,377	1,840
Rivets.....do	7,602	
Galvanized iron sheets.....do	277,126	
Galvanized barbed wire.....do	29,220	18,266
Galvanized telegraphic wire.....do	211	
Other galvanized.....do	10,713	
Galvanized netting.....do	21,001	
Iron—		
Pig.....tons	8,066	
Ore.....cwt.	2,029	
Jams and jellies.....pounds	1,413,317	
Jewelry and precious stones.....packages	1,490	28
Kapok.....do	10,331	
Lamp ware.....do	4,767	2,408
Lard.....pounds	135,188	3,000
Lead:		
Pig.....cwt.	146,458	
Sheet and roll.....do	4,268	
Pipes.....do	1,015	
Leather.....packages	3,548	840
Lime.....tons	286	
Lime juices:		
In bulk.....gallons	17,772	424
In bottle.....do	1,974	
Linseed.....cwt.	1,984	
Macaroni and vermicelli.....pounds	146,412	10,600
Machinery:		
Agricultural.....packages	4,226	889
Electric.....do	1,099	
Engines—		
Portable.....do	29	
Steam.....do	164	
Boilers.....do	586	
Parts.....do	47	
Packing.....do	1,159	66
Weighing.....do	555	171
Other.....do	38,682	4,271
Malt.....bushels	354,330	93
Manganese ore.....cwt.	801	
Manures:		
Bone dust.....do	29,200	
Guano.....do	880	
Other.....do	17,900	
Marble:		
Wrought and mantel pieces.....packages	99	
Other.....do	3,739	10
Unwrought.....do	6,868	139
Matches and vestas:		
Wax.....do	34,703	
Wooden.....do	1,902	
Mats and matting.....do	4,567	31
Mattresses.....do	1,359	

Statement showing the total imports into New South Wales—Continued.

Articles.	Total im- portations.	Proportion from United States.
Meat:		
Bacon and hams.....	pounds.. 1,059,102	82,573
Extract of beef.....	do. 214,379	
Fresh and frozen.....	cwt. 2,895	
Game.....	packages.. 109	4
Preserved meat.....	pounds.. 5,316,284	165,056
Salt beef.....	cwt. 2,125	35
Salt pork.....	do. 167	15
Metal, old.....	cwt. 1,106	
Milk:		
Fresh.....	gallons.. 89,154	
Condensed and preserved.....	pounds.. 2,806,654	3,600
Millinery.....	packages.. 1,752	
Mineral wool.....	cwt. 225	225
Minerals, not otherwise enumerated.....	do. 2,553	
Molasses.....	do. 6,700	20
Mustard.....	pounds.. 436,116	
Naphtha.....	gallons.. 7,585	240
Nickel ore.....	cwt. 50	
Oakum.....	packages.. 1,471	
Oars.....	number.. 7,959	7,240
Oil cake.....	cwt. 51	18
Oilmen's stores.....	packages.. 11,211	517
Oils (bulk):		
Black.....	gallons.. 61,408	8,120
Castor.....	do. 224,390	
China.....	do. 52,952	
Cocoonut.....	cwt. 2,204	105
Colza.....	gallons.. 16,894	
Cotton-seed.....	do. 38,511	25,056
Kerosene.....	do. 2,520,044	1,136,196
Linseed.....	do. 380,058	
Olive.....	do. 5,278	
Palm.....	do. 1,340	
Petroleum.....	do. 60	
Sperm.....	tons.. 1	
Other oils.....	gallons.. 301,583	91,075
Castor, bottled.....	dozen.. 18,085	
Salad, bottled.....	do. 14,552	
Other, bottled.....	do. 18,296	13,068
Onions.....	cwt. 108,557	3,147
Opium.....	pounds.. 20,456	
Ores, unenumerated.....	cwt. 1,058	
Oysters, fresh.....	packages.. 5,628	
Paints and colors:		
Mixed for use.....	cwt. 54,262	727
Dry.....	do. 15,130	358
Calcimine.....	do. 2,019	1,960
Other.....	do. 509	
Painters' materials.....	packages.. 13,288	88
Books, paper, etc.:		
Bags, plain.....	cwt. 12,349	4,275
Bags, printed.....	do. 109	
Brown and wrapping.....	do. 38,483	963
Circulars (advertising matter).....	packages.. 16,336	133
Printing and news.....	do. 26,262	8,363
Waste paper.....	do. 66	
Writing, note, envelopes.....	do. 3,985	40
Books and periodicals.....	do. 9,319	563
Paper hangings.....	do. 3,073	3
Pearl shells.....	cwt. 1,308	
Pepper.....	pounds.. 302,085	
Perambulators.....	packages.. 343	36
Personal effects.....	do. 8,253	
Photographic materials.....	do. 2,105	70
Pickles and sauces.....	dozen.. 174,734	1,015
Pictures, paintings, etc.....	packages.. 938	51
Picture frames and moldings.....	do. 815	344
Pitch and tar.....	barrels.. 4,016	
Plants, shrubs, and trees.....	packages.. 1,977	23
Plaster and plaster of paris.....	barrels.. 4,431	3,615
Plate and plated ware:		
Silver.....	packages.. 1,961	224
Other.....	do. 121	11
Platinum.....	ounces.. 14	
Playing cards.....	packs.. 19,757	11,675
Portmanteaus.....	packages.. 1,037	70
Potatoes.....	cwt. 1,055,555	
Poultry.....	packages.. 4,018	8

Statement showing the total imports into New South Wales—Continued.

Articles.	Total im- portations.	Proportion from United States.
Powders:		
Baking	106, 139	
Effervescing	6, 452	
Preserves	691, 634	450, 967
Printers' matter	11, 044	8, 912
Putty	1, 062	
Pyrites	1, 176	
Quicksilver	261	
Rags	101	
Railway and tram plant locomotives, boilers, and engines	211	
Rails	390, 690	
Other plant	17, 972	237
Resin	9, 838	9, 416
Rugs	883	
Saddlers' ware	2, 228	317
Saddles and harness	1, 981	71
Safes and doors, iron	238	
Sago	87, 225	
Salt:		
Bottle	2, 571	
Bags	507, 570	1
Rock	143, 215	300
Salt-peter	2, 504	
Samples (travelers')	2, 268	
Sausage skins	2, 330	2, 307
Seeds:		
Garden	2, 193	89
Other	10, 269	226
Sewing machines	10, 447	8, 506
Shark fins	108	
Sheep wash	6, 100	
Ship chandlery	1, 184	120
Silks	1, 812	11
Silver:		
Ingots	5, 705	
Lead	240	
In matte	127, 268	
Ore	296, 720	
Skins and hides:		
Horse	4, 827	
Cattle	299, 515	
Buffalo	3, 789	
Kangaroo	1, 781	
Other marsupial	959	
Rabbit	463	
Sheep, with wool	13, 255	
Sheep, without wool	166	
All other	468	
Slates:		
Roofing	2, 219, 680	1, 144, 061
Slabs	3, 602	
Soaps:		
Toilet, fancy, etc	310, 275	108, 832
Common	30, 196	1, 056
Natural history specimens	94	1
Spices	337, 504	2, 075
Spirits:		
Brandy	157, 269	124
Geneva and schnapps	182, 167	
Gin	17, 716	
Liqueurs	7, 874	
Rum	198, 548	
Whisky	494, 351	701
All other	2, 550	
Bitters	924	180
Essence flavoring	3, 065	
Perfumes and perfumed waters	4, 757	582
Sarsaparilla	1, 055	1, 092
Tinctures, fluid extracts, etc	6, 688	1, 447
Methylated spirits	18, 163	
All other	44, 846	2, 230
Starch and starch powders	2, 984, 057	997
Stationery sundries	20, 370	2, 578
Statuary and monuments	439	
Sterine	50, 414	
Stone:		
Ballast	31, 241	
Building	4, 713	
Unwrought	178	
Granite, unwrought	41	

Statement showing the total imports into New South Wales, etc.—Continued.

Articles.	Total im- portations.	Proportion from United States.
Stone:		
Flagging	number .. 1,725	
Grinding stones	do. 4,552	529
Millstones	do. 5	
Other wrought	packages .. 56	
Straw	cwt. 93,074	
Sugar:		
Raw	do. 767,049	
Refined	do. 2,812	
Sulphur	do. 26,198	
Talc	do. 300	300
Tallow	do. 184,097	
Tallow pitch	packages .. 2,962	
Tanning material	do. 7,780	
Tapioca and seminola	pounds .. 2,524,256	
Tarpanlins and tents	packages .. 407	
Tea	pounds .. 10,074,903	
Telegraphic, telephone, and electric material	packages .. 2,953	
Tiles:		
Roofing	number .. 1,659,110	
Other	do. 10,167	
Timber:		
Rough	superficial feet .. 52,268,742	1,753,448
Dressed	do. 6,619,688	400,985
Doors	number .. 33,511	31,951
Laths	do. 5,232,831	4,730,350
Palings	do. 45,710	
Posts and rails	do. 800	
Sashes	do. 2,317	26
Shingles	do. 282,700	246,000
Shooks and staves	do. 97,729	57,663
Tin:		
Ingots	cwt. 17,918	
Ore	do. 21,195	
Plates	number .. 118,733	
Ware	packages .. 2,883	236
Tobacco:		
Unmanufactured	pounds .. 1,034,250	771,747
Manufactured	do. 1,530,224	1,093,388
Cigars	do. 306,270	1,224
Cigarettes	do. 101,037	67,643
Snuff	do. 1,240	320
Pipes (tobacco)	packages .. 1,447	1
Tools, etc., unenumerated	do. 23,017	12,768
Tortoise shell	pounds .. 2,630	
Toys	packages .. 3,274	341
Turnery and woodware	do. 14,385	10,762
Turpentine	gallons .. 98,297	92,557
Typewriters	packages .. 1,196	855
Materials	do. 178	143
Varnish:		
With spirit	gallons .. 9,493	1,545
Without spirit	do. 46,000	3,977
Vegetables:		
Fresh	packages .. 63,944	
Preserved and dried	pounds .. 465,809	114,188
Vinegar	gallons .. 124,514	1,725
Watches and clocks	packages .. 3,361	1,977
Watchmakers, tools and materials	do. 59	
Wax:		
Beeswax	pounds .. 1,148	
Paraffin	do. 781,551	522,577
Other	do. 49,497	1,111
Whiting and chalk	cwt. 56,760	
Wines:		
Sparkling	gallons .. 17,703	
Other	do. 76,763	194
Wool:		
Greasy	pounds .. 28,314,891	
Scoured and washed	do. 6,185,960	
Manufactures	do. 2,018	
Woolpacks	number .. 1,072,812	
Yeast cakes	packages .. 162	63
Yellow metal:		
Sheets	do. 1,562	
Nails	do. 572	
Zinc:		
Perforated or manufactured	cwt. 981	
Plain sheets	do. 6,282	
Spelter	do. 27,875	
Unclassified	packages .. 3,571	

NEWCASTLE.

In compliance with Department circular under date of August 10, 1897, I have to report as follows concerning the trade at this port during the six months ended June 30, 1897:

The following tables, compiled from the local customs statistics, show an increase of exports and a decrease of imports as well as of revenue, as compared with the corresponding period of 1896:

REVENUE COLLECTED.

[The decrease in pilotage is attributable to the reduced rates which came into operation on November 16, 1896.]

Head of revenue.	1896.	1897.
	£ s. d.	£ s. d.
Tonnage rates	3,803 12 7	4,471 15 4
Harbor and light dues	5,085 12 0	4,489 9 0
Duty	41,728 6 7	35,042 12 6
Pilotage	9,996 11 0	4,384 17 6
Harbor removal dues	1,523 15 0	2,582 10 0
Queen's warehouse rates		1 18 2
Beer excise duty	4,299 7 6	3,347 10 0
Total	66,437 4 8	54,320 12 6
Total United States gold	\$323,316.80	\$264,381.32

COAL EXPORT.

Where exported.	1896.	1897.
	Tons.	Tons.
Victoria	271,316	316,539
New Zealand	65,187	84,176
South Australia	105,580	133,274
Queensland	10,454	10,560
Tasmania	23,830	26,653
Western Australia	52,977	87,735
Hongkong	11,302	31,608
United States	73,340	124,196
Java	4,995	24,080
New Caledonia	6,268	4,907
Philippine Islands	34,195	31,236
Fiji	2,000	5,873
Mauritius	4,790	4,369
Peru	11,283	11,028
Chile	162,125	185,132
Ceylon	5,900	3,600
Singapore	18,832	29,741
Hawaii	23,647	27,988
New Hebrides	755	1,620
South Sea Islands	1,744	
Panama	7,955	20,764
Mexico	6,250	17,790
New Guinea	1,840	540
Great Britain	1,487	3,550
India	11,200	23,733
Japan	460	
Cochin China	1,606	
Ecuador		1,135
Celebes Islands		4,527
Cape Colony		3,793
Total	924,268	1,223,206

Increase for period, 298,938 tons.

GENERAL EXPORTS.

Articles.	1896.	1897.
Bones	13	331
Coke	557	4, 221
Cement	1, 184	1, 030
Copper ingots	19	25
Gold concentrates	252	296
Hay and chaff	141	1, 605
Flour	81	316
Cattle	2, 316	5, 719
Horses	136	8
Sheep	3, 250	18, 400
Bone dust	69	74
Other manure .....	.....	234
Frozen mutton	24, 434	25, 991
Beef	5, 309	4, 768
Preserved meats	189, 691	371, 943
Olefin .....	.....	13, 619
Tallow	5, 661	3, 780
Timber (rough)	178, 858	286, 262
Wool (greasy)	7, 730	9, 659
Wool (washed)	5, 218	4, 949

RECAPITULATION.

	Total value.			
	1896.		1897.	
Coal exported	£227, 722	\$1, 594, 859. 11	£421, 630	\$2, 051, 962. 40
Other exports	207, 890	1, 011, 648. 02	299, 475	1, 457, 396. 09
Grand total	535, 602	2, 606, 507. 13	721, 105	3, 509, 257. 44

Increase for 1897, £185, 503 (\$902, 750. 35).

IMPORTS.

Articles.	1896.	1897.
Wearing apparel	\$56, 901	\$96, 363
Butter	446, 139	223, 384
Drapery	\$93, 521	\$112, 261
Fish, dried and preserved	121, 967	145, 739
Fruit, dried and preserved	216, 455	139, 425
Bran	24, 440	82, 173
Flour	5, 423	1, 906
Oats	28, 216	20, 146
Pollard	12, 900	21, 554
Sharps	2, 438	16, 280
Wheat	163, 865	4, 570
Hay and chaff	2, 122	2, 333
Beer in bottles	24, 570	18, 656
Spirits	20, 360	27, 944
Iron and steel	1, 073	1, 852
Jams and jellies	7, 144	12, 312
Machinery	\$96, 416	\$75, 136
Bacon and hams	15, 336	10, 405
Preserved milk	106, 273	101, 371
Onions	253	258
Potatoes	860	1, 508
Salt in bags	1, 742	4, 873
Raw sugar	734	554
Tea	22, 906	39, 324
Timber:		
Dressed	131, 749	363, 548
Rough	26, 800	236, 529
Tobacco	11, 004	9, 630
Cigars	6, 107	1, 008

Total value of imports:

1896 £328, 145—\$1, 587, 184. 61
 1897 275, 644—1, 341, 421. 53

Decrease for 1897 50, 501 = 245, 763. 11

Taking into consideration the area and population of the district supplied, the above table would give the impression that the amount of goods imported is small, and such indeed is the case.

Sydney is the great importing center of New South Wales, and though Newcastle is a large seaport town, merchants and others doing business here seem satisfied in the main to purchase from Sydney agencies or wholesale houses, and import directly only a small portion of the various commodities disposed of in the Newcastle market.

AMERICAN BICYCLES.

The only article of American manufacture in the importation and sale of which sufficient change has taken place here to merit especial mention is the bicycle.

A year ago, very few American machines were being sold here. There was then a strong prejudice against them, caused principally by the introduction by certain unscrupulous dealers of a consignment of low-grade Canadian wheels, which were sold at high-grade prices.

These machines soon went to pieces and caused a reaction in favor of the heavier English makes, the belief being that the American machines were too light for the rough, heavy roads hereabout. It was also thought that the wood rim, almost universally used on American wheels, would not stand the hot, dry summer. However, this prejudice is gradually being overcome, and several Newcastle dealers are now importing high-grade American machines quite extensively, and speak favorably of the willingness on the part of American manufacturers to make any alterations suggested in the structure or finish of their machines, in order to meet the requirements of the local market.

Lady riders here seem still to prefer the heavy, unattractive English makes to the lighter and more graceful American models, but a change in this branch of the trade is looked for shortly.

Manufacturers would do well, however, to try to devise more effective and durable dress and chain guards than such as are now employed on the American lady's machine, that being one of the chief objections offered to it.

COAL INDUSTRY.

As regards the export of coal from this port to the United States during the period under consideration, there has been a substantial increase of 50,000 tons over that shipped during the same period of last year.

This may be in a large measure due to the rush which took place early in the year, to get cargoes already contracted for entered at San Francisco before the new tariff came into force, though the great miners' strike of 1896 undoubtedly diminished the exports of that year considerably.

There is a general feeling of satisfaction here as a result of the increase in the amount of free carbon in anthracite coal necessary to procure its free entry under the new tariff schedule.

Welsh coal, which does not come up to the required standard, though formerly allowed free entry, is thus compelled to pay the same duty imposed upon the Newcastle product. Through the absence of duty, Wales had a slight advantage over Newcastle in the markets of the Pacific States, but this new requirement has the effect of a prohibitive duty (when coupled with the additional 27 cents imposed by the new

tariff) as regards Welsh coal. Consequently, dealers here feel more hopeful, and though they do not see any immediate prospect of improvement in the low prices now prevalent, they think the outlook for a steady and more voluminous trade with the Pacific seaboard assured for the future.

Colliery owners here are also speculating upon the outcome of the expected annexation of Hawaii by the United States.

At the present time, Hawaii imports no inconsiderable amount of Newcastle coal, and freights are usually moderate, owing to the prospect of a sugar charter to the States. If, however, upon annexation, the same laws are made to govern traffic between Hawaii and the Western seaboard as apply to the coast trade, charters for Honolulu will be less easily obtainable, and rates will be higher where foreign vessels are concerned.

An interesting development has recently taken place in the coal trade of Newcastle. Previous to the passage of laws in Japan leading to the conservation of Japanese coal for home consumption, the latter had begun to compete with Newcastle coal to a considerable extent in certain markets. Now, instead of being a rival, Japan bids fair soon to become a valuable customer.

Some weeks ago, one of the large Japanese steamship companies sent an expert here to examine the various qualities of coal produced, and to get all the information possible upon the coal mines, coal trade, etc., of Newcastle. His stay here was rendered most pleasant, owing to the hospitality of the citizens, who treated him as a public guest and aided him in every possible way in making his investigations. His report to his employers must have been satisfactory, as one of their steamers has since taken a cargo of 4,700 tons of best coal as a trial shipment to Yokohama. The coal selected was that of the Newcastle Coal Mining Company, limited. It is thought that this will prove the opening of what will become a very convenient and profitable market for Newcastle coal.

The prospect of another of the disastrous strikes on the part of the coal miners, which from time to time have occurred here, seems remote at present. During the past year, there have been a number of complaints and disputes in coal-mining circles, chiefly relative to the mode of weighing the coal at the pit mouth. Several conferences have taken place between representatives of the mine owners and of their employees, with a view to settling this much-vexed question. At the last of these meetings, a better understanding was arrived at, and among other things it was practically decided that there should be a joint committee appointed, composed of representatives from both parties, which should act as a committee of arbitration in case of disputes and hold consultations upon all questions concerning the welfare of the coal trade. This arrangement, when perfected, should go a long way toward preventing, or at least minimizing, the difficulties and misunderstandings which so often occur between employers and employed.

Present indications point to a phenomenally large grain crop throughout Australasia for the coming year. This will mean the chartering, for the conveyance of the surplus grain to foreign markets, of many vessels which would otherwise come on to Newcastle to load coal, and will have the effect of making coal freights firmer, and consequently tend to retard export to a certain extent.

All things considered, the outlook of the coal trade is decidedly better than it was twelve months since.

IMPROVEMENTS.

Along the line of improvements contemplated or in progress, may be mentioned a graving dock for Newcastle, and a long-distance telephone between Newcastle and Sydney, a distance of 102 miles.

The latter is now nearing completion and is expected to be open for use by the public some time in November. There is as yet no certainty as to how the line will be worked, but it is thought that the "bureau" system will be employed, a fee of 3 shillings (about 75 cents) being charged for a three-minute conversation.

Owing to the large number of deep-sea vessels which annually enter this port, there has long been great need of a graving dock of proportions sufficient for the accommodation of vessels of large tonnage, but hitherto, capital for carrying out so great a work has not been available. A syndicate composed of Glasgow and London capitalists and known as the "Perpetual Trustee Company" has recently been formed, and offers to spend £150,000 (\$729,975) within two years in building a dock here, its only condition being that it be allowed to purchase or lease for a term of not less than ninety-nine years a piece of land suitable for the purpose.

The only available site is on the north side of the harbor and would include a portion of Government property. Under the present law, this land can not be sold or leased for a period exceeding twenty-eight years.

An effort will accordingly be made to obtain special legislation leading to an extension of the term of lease in this particular case, and as there seems to be no doubt of this extension being granted, the dock may be looked upon as a certainty.

It might be well to mention in closing that Newcastle, on September 16 to 18 last, celebrated in a fitting manner the centennial of the discovery of "Port Hunter," now Newcastle Harbor.

The settlement which almost immediately followed this discovery now ranks as the second city in New South Wales, and with the surrounding coal-bearing district, comprises a population of more than 70,000 souls, almost all of whom are connected, either directly or indirectly, with the one great industry of the locality.

W. C. BROWN, *Consul*.

NEWCASTLE, *October 15, 1897.*

NORFOLK ISLAND.

I had the honor to report last December the important changes that had taken place in the constitution of the island,* by which the governor of New South Wales, who is also governor of Norfolk Island, by a proclamation dated November 14, revoked all previous laws, ordinances, and offices, and established a new set of laws and officers of his own choosing.

Since then, two other ordinances have reached the island; one dated April 7, 1897, orders duties to be levied and collected on the following articles landed in Norfolk Island, viz: Spirits, \$3.40 per gallon; wines, \$2.43 and \$1.21 per gallon; beer, 12 and 18 cents per gallon; tobacco and cigars, 73 cents per pound; sugar, \$1.21, and treacle, 81 cents per

* Consular Reports No. 200, May 1897, p. 37.

112 pounds; tea, coffee, and chicory, 6 cents per pound; kerosene, 6 cents per gallon; biscuits, candles, dried fruits, jams, and confectionery, 2 cents per pound. A collector of customs has been appointed to carry out the laws. The other ordinance is dated the 18th ultimo, and ordains that no timber, pine cones, or seeds are to be cut or removed from Crown land until a license is obtained and the dues paid.

The staple industry of the islanders commenced last month, but so far, on account of the boisterous weather which obtains, little whaling has been done and only one whale has been captured. The whalers are not as enthusiastic as formerly; the principal cause is, no doubt, the low price of oil, now only about \$53.50 per ton, which leaves little for the men after deducting the necessary expenses. Moreover, this year there are other drawbacks; the hurricane that visited the island the beginning of the year destroyed all the whaling sheds at the Cascade, together with some iron tanks and one boat, all of which has had to be made good this year, and last month, another boat, just fitted for whaling, was nearly smashed to pieces on the rocks at the same place, so that the outlook altogether is not encouraging.

It is reported that the new Pacific cable will be landed here, and that Norfolk Island will be the repeating station for Australia and New Zealand. If this news is true, and it is hoped that it is, affairs will have a different aspect; more vessels will be likely to call and give an impetus to what little business there is to be done, besides, perhaps, opening other channels. At present, everything is in a depressed condition, and the new duties will press hard on the people, as there are very few ways of making money, even by the most industrious.

ISAAC ROBINSON,
Consular Agent.

NORFOLK ISLAND, *July 29, 1897.*

NEW ZEALAND.

New Zealand is a wonderful country; the more wonderful when one stops to think that it is on the verge of the one hundred and eightieth degree of longitude, and that it is at the antipodes of its mother country, England. Its location, as the only large territory in a temperate climate in close proximity to the almost countless islands of the Pacific, clearly indicates it as the home of commerce.

MONEY MARKET.

The money market of New Zealand remains unaltered. There is no change in rates in any direction, but the tendency is always toward cheapness, and reduction is more probable than a rise. In the open market, money is abundantly available for advance on mortgages at 5 per cent, and in exceptional cases, at 4½ per cent. Building companies are giving about 4 per cent for twelve-months' deposits. Since the great depreciation in mining stocks, all sound investment securities in New Zealand are in excellent demand, and in the scarcity of satisfactory securities of a more variable character, real estate of the best class is receiving a good deal of attention.

Bank rates (October 25).

SELLING.

Exchange upon—	Demand.	30 days.	60 days.	90 days.
	<i>Per ct.¹</i>	<i>Per ct.¹</i>	<i>Per ct.¹</i>	<i>Per ct.¹</i>
London.....	1½	1½		1½
Victoria and New South Wales.....				
Queensland and South Australia.....				
Western Australia.....			1	

BUYING.

	<i>Per ct.²</i>	<i>Per ct.²</i>	<i>Per ct.²</i>	<i>Per ct.²</i>
London.....	½	½		1½
Victoria and New South Wales.....				
Queensland and South Australia.....				
Western Australia.....			1	

¹ Premium.

² Discount.

Discount trade bills, 5 per cent.

Interest on deposits.

Name of bank.	12 months.	6 months.	3 months.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Union Bank of Australia.....	3	1½	
Bank of Australia.....			
Bank of New South Wales.....	3½	2½	1½
Bank of New Zealand.....	3½	2½	1½
National Bank of New Zealand.....			

TRADE WITH THE UNITED STATES.

In reviewing the trade of this colony, it is found that it was divided between British dominions and foreign countries for the year 1896 as follows:

	Exports.	Imports.
British dominions.....	\$43, 798, 500	\$30, 659, 825
Foreign countries.....	2, 126, 449	3, 864, 000
Total.....	45, 924, 949	33, 523, 825

It is very gratifying to me to be able to state that the United States constitutes by far the largest customer of New Zealand among foreign countries, the trade for 1896 being: Exports, \$1,599,193; imports \$2,394,523. In view of this fact, as well as of the inauguration of the direct service between New Zealand and Vancouver (the steamers of the Vancouver line touching at Wellington, the capital of the colony), and of the general interest in the question of British versus foreign trade in the colonies, I give herewith details of this colony's imports from and exports to the United States for the years ending December 31, 1896 and December 31, 1895:

Exports to United States.

Articles.	1896.	1895.	Articles.	1896.	1895.
Kauri gum.....	\$1,216,030	\$1,338,753	Glycerin	\$2,968	\$505
Gold	241,392		Horses		16,545
Sausage skins.....	48,670	85,622	Coffee	1,070	18,550
Wool and sheepskins	27,784	67,595	Copra		2,508
Rabbit skins	17,081	28,517	Miscellaneous.....	5,323	5,285
New Zealand hemp	15,787	4,985			
Hides	7,299	13,431	Total.....	1,599,605	1,530,224
Coal.....	15,621				

The year 1896 shows a gain of \$69,381.

Imports from United States.

Articles.	1896.	1895.	Articles.	1896.	1895.
Apparel and hops.....	\$35,826	\$29,003	Machinery:		
Arms, caps, cartridges, and cases	12,162	14,599	Agricultural	\$178,906	\$96,329
Bicycles and tricycles.....	56,353	2,871	Dairying	8,303	
Material parts of	15,508	7,299	Gas engines.....	10,723	1,557
Books	8,313	9,733	Mining	20,000	2,884
Boots and shoes	21,824	5,919	Sewing and knitting.....	38,467	40,878
Brushes and brushware.....	6,326	5,839	Wool working	11,221	
Canvas	13,139	3,893	Other	14,659	14,214
Carriages, etc	5,373	15,572	Material and parts.....	7,320	165
Materials for	32,119	11,689	Medicines, patent	75,724	38,736
Clocks	15,071	8,789	Typewriters	4,898	
Coffee, raw	4,866	11,696	Nails	22,691	22,872
Cotton, piece goods	11,194	11,079	Oil:		
Drugs, chemicals, and wares	26,805	30,272	Kerosene.....	315,548	360,704
Fancy goods and toys.....	6,858	5,839	Other	15,572	14,112
Fish, canned, etc	56,170	32,848	Paper bags	6,363	6,863
Food, corn flour and maize			Paper, printing	104,969	83,800
Fruits:			Resin	14,112	16,364
Preserved	23,394	16,586	Saddlery	9,985	5,921
Dried and fresh	19,009	16,622	Sausage skins	20,447	14,418
Furniture	23,389	23,309	Seeds	6,340	13,169
Glazeware	16,089	7,819	Stationery	16,588	16,549
Bottles	1,645	6,633	Timber	13,146	30,822
Grindery	6,843	5,353	Tobacco	419,492	354,254
Hardware	69,396	65,794	Cigars and cigarettes	82,924	64,764
Instruments:			Tools and implements.....	117,331	90,139
Musical and organs.....	19,501	17,559	Turpentine and driers.....	32,453	18,397
Dental and surgical.....	15,106	10,720	Watches and materials.....	11,046	1,779
Iron wire, barbed, etc.....	39,925	30,217	Wax, paraffin, etc	13,518	8,688
Lamps and lanterns.....	23,382	21,928	Wooden ware, etc	41,950	33,252
Leather	26,237	14,641	Miscellaneous.....	132,368	112,616
			Total.....	2,894,523	1,868,419

What first attracts attention in these two tables is the brevity of the list of exports as compared with that of imports, and that notwithstanding the fact that in the one case the category is so far exhausted as to leave only an unenumerated residue of \$5,323, while in the other the goods classed as "miscellaneous" amount to \$132,368.

New Zealand exports, outside of kauri gum, are really trifling, and the gross total for 1896, even with the aid of a shipment of about \$243,325 of gold, only equals about two-thirds the value of its imports. While this is the measure of New Zealand's direct trade, it must not be forgotten that the United States, like Germany, has been a large indirect buyer of its goods in the London market. The list of imports is interesting to American merchants in general, and for that reason, and the belief that they may be of future use to them, they are given in detail. It will be observed that two lines, tobacco and kerosene oil, represent together (inclusive of cigars and cigarettes) \$817,959, or

more than one-third of the whole. Next in importance, we might class machinery of all kinds, tools and implements, hardware, and barbed wire, which together represent \$508,931; then comes printing paper, to the value of \$104,969; then patent medicines, amounting to \$75,724, and bicycles and parts of or material for the same, representing a value of \$71,861.

It will be observed that the United States has had New Zealand's share of the "bicycle boom" in 1896, for in the preceding year (1895), its imports from the States in this line amounted to only \$10,170, including materials for, or \$61,691 less than for 1896.

What the trade outlook for the present year (1897) will be is problematical, but I think I can confidently state that the imports of tobacco from the States will be largely in excess of those for the year 1896.

The future trade relations between the colony and the United States depend largely upon American merchants and upon the service between the two countries. In this connection, it may be proper to state that the United States needs, above all other things, in order to increase its trade with Australasia, good commercial agents, who thoroughly understand their business. These men should travel through the different colonies, making, as it were, a house-to-house canvass, ascertaining the requirements of the trade, and furnishing reliable goods, instead of the shoddy articles which, I regret to say, have too often been sent. There can be no question but that America can furnish the best goods in the world, but she can not expect, by sending a superior quality once and following with very poor goods, to control her already established trade, much less to increase it.

LABOR MARKET.

The past year has been one of encouragement to those interested in the welfare of the working classes and of the colony generally. There has been a steady and consistent progress in both wages and employment. There has been a falling off in the numbers of the unemployed, while those employed in factories and workshops have increased by several thousands. There has been no "boom" of any description, except in mines and mining stocks, which was confined to the Auckland Province, and was followed by reaction and depression; but throughout the colony there has been steady application to legitimate work, and the result is of a cheering nature. The building trades are improving, and everything points to a good season. Engineering and iron trades are quiet and show little change from last year. The boot trade is somewhat dull, the summer work having not yet commenced. The clothing factories are, however, brisk, and business is improving.

HARBORS AND SHIPPING.

New Zealand has a large number of harbors, and in many, there is good anchorage. Auckland, in the North Island, has one of the best harbors in the world, with an unusually large and good dock. It is the port of call of the great Oceanic Steamship Company's steamers, while Wellington, also in the North Island, has an excellent harbor. Dunedin and Lyttleton, in the South Island, have good harbors.

Auckland, a beautiful city of about 75,000 people, is the headquarters of the Northern Steamship Company, and is constantly visited by boats of the Union Steamship Company, the New Zealand Shipping Company, and of numerous other lines. It is also the terminus of the steamers which are engaged in the South Pacific Island trade and of the

Fiji trade under the Union Steamship Company's flag. Wellington is, perhaps, the most centrally located port in the colony, and one of the most important. It has direct service to Sydney, and is also a great distributing point for the colony. Lyttleton is also an important port, and is the headquarters of the New Zealand Shipping Company. It has an excellent dock, which is available for repairs, the space inclosed between its breakwater being about 110 acres. From Lyttleton, all the wheat grown on the fertile plains of Canterbury (often there is a yield of 130 to 150 bushels to the acre) is shipped; the immense shipments of wool and frozen meats of that vicinity are also made from there. The shipping of the colony entered inward during the year 1896 was 589 vessels of 614,097 tons, the crews numbering 19,857; while those entered outward were 592 vessels of 627,659 tons, the crews numbering 20,217.

MINING.

When the last annual report of this consulate was made, namely, on the 24th day of September, 1896,* there was in the Auckland province of the colony a veritable boom in mines and mining stocks. There is now a great depression in the market, but this is simply local. The output of the Waihi gold mine since 1890 has been about £547,549 (\$2,658,646), while that of the Hauraki mine from 1895 has been over £200,000 (\$973,300). Other mines assisted in swelling the totals. In some of the mines, which were purchased by the English syndicates in 1895-96, no machinery of any kind has thus far been erected, although at that time, great developments were confidently looked for; but in this connection, I think it proper to state that the total output of gold in this little colony is not inconsiderable, reaching not less than £60,000,000 (\$291,990,000) in value, and the annual yield has averaged over £1,000,000 (\$4,866,500), while about twenty thousand men are employed directly or indirectly in the industry. It is still the opinion of old-time mining men that the Thames district is simply scratched, as it were, and that it is auriferous throughout its whole extent. It is said that, in the lower Thames district, over £3,000,000 (\$14,599,500) worth of gold was extracted from a block 1 mile square. It is claimed that gold had been found at different times in the past in the Coromandel district at a depth of over a thousand feet. This, of course, inspires confidence among the colonists in the permanency of the reefs at those very deep levels, but their English brothers do not at the present time share this belief.

OTHER MINERALS.

Apart from gold, the product value is, up to date, nearly £14,000,000 (\$68,131,000), of which kauri gum, which is the chief article of export to the United States, represents over £8,000,000 (\$38,932,000), and coal about £6,000,000 (\$29,199,000).

The kauri-gum industry continues to find employment for thousands of gum diggers, and it seems likely to continue for many years to come, as the price of the gum will necessarily rise as the demand increases, owing to its many uses in the industrial arts, etc.

The vast coal treasures of New Zealand promise to make coal mining one of the largest industries of the colony. This of itself must be a potent factor in making the colony a great manufacturing country. I am told that, from Whangarei to Kawakawa, the whole country is simply one coal field. It is also claimed that bituminous coal exists on

the west coast of the South Island, which is equal to the same class in any part of the world. It was the Westport coal which enabled the British steamer *Calliope* to steam out to sea in safety in the great Samoan storm a few years since, when American and German war ships were lost. Silver, copper, manganese, and almost every mineral useful in the arts are known to be here, awaiting the hand of enterprise. As for iron, along the coast line for 200 miles, iron sand of extraordinary purity extends in untold millions of tons, added to by every tide.

AGRICULTURAL AND PASTORAL.

The agricultural resources are great, the average yield of wheat per acre showing that New Zealand stands in the front rank of all the wheat producing countries of the world. When the grass lands of Australia are parched with drought, those of New Zealand are covered with green, and there is a large amount of capital employed in agricultural and pastoral occupations in this colony. Oats and potatoes also grow abundantly. New Zealand has ten times as much land under sown grass as the whole of Australia and Tasmania combined. There are 20,000,000 sheep, an increase of 491,000 over last year.

The wool clip of the colony for the year ended June 30, 1897, was 132,436,981 pounds, the value of the same being about \$20,000,000. The total shows an increase of nearly 2½ per cent in weight, with a decrease of nearly 1 per cent in value, over the year ended June 30, 1896.

TIMBER.

This is the fourth in colonial industries, the number of acres still under forest being about 19,000,000. These forests are said to contain the best timber in the world for commercial purposes, adapted to house building, shipbuilding, and especially to the manufacture of the better class of furniture. The best-known tree is the celebrated "Kauri pine," which attains a height of from 130 to 160 feet, the trunks frequently being 100 feet high before the first branch is reached. Many of these trees attain a diameter at the base of from 14 to 20 feet. The wood from the Kauri pine is very durable, and is suitable for masts, spars, etc., being therefore in great demand. A large Kauri forest is an interesting sight. Some of the specimens are among the oldest trees in the world, yet they exhibit all the life of youth.

There are also some 50 or 60 other kinds of forest trees, which furnish timber useful for various purposes of trade. The varieties of woods for furniture are unrivaled, and especially beautiful among them is the "mottled Kauri pine," which takes a fine polish.

POSTAL AND TELEGRAPH STATISTICS.

There are 6,284 miles of telegraph line and 16,470 miles of wire in New Zealand. The number of telegrams of all codes for the past year was 2,520,169, an increase of 395,958 in the year 1896. There were 67 post-offices established and 6 reopened. The number open at the close of the year was 1,464. There are 723 inland-mail services (excluding services by railway). The use of bicycles as a means of facilitating the delivery of letters and telegrams has been extended in the past year with good results, but the boom in the bicycle trade and the consequent high prices of the machines have prevented the Government from deciding upon any particular pattern.

Little progress has been made with the Pacific-cable question.

In 1896, 480,982 letters, 1,329 postal cards, 489,260 books, and 1,042,311

newspapers were received from, and 517,975 letters, 1,431 postal cards, 89,107 books, and 403,223 newspapers dispatched to the United Kingdom via San Francisco. The letters received from the United Kingdom by this route show an increase of 1.19 per cent, the postal cards an increase of 1.14 per cent, the books a decrease of 1.13 per cent, and the newspapers a decrease of 1.13 per cent; the letters dispatched thereto an increase of 2.46 per cent, the postal cards an increase of 2.36 per cent, the books a decrease of 0.74 per cent, and the newspapers a decrease of 0.74 per cent as compared with the numbers forwarded in 1895. The average time within which mails were delivered by the San Francisco service was: From Auckland to London, 32.54 days as against 33.08 days in 1895, and from London to Auckland, 34.31 days as compared with 32.85 days in the previous year. The shortest delivery was made in 32 days. The maximum, minimum, and average number of days within which the mails were delivered at and from London and Auckland, Wellington, Dunedin, and Bluff during 1896 by the San Francisco contract system or service and by the Peninsular and Oriental and Orient lines were:

	San Francisco service.			Peninsular and Oriental Line.			Orient Line.		
	Maxi-mum.	Mini-mum.	Aver-age.	Maxi-mum.	Mini-mum.	Aver-age.	Maxi-mum.	Mini-mum.	Aver-age.
London to Auckland.....	39	32	34.31	47	38	40.54	45	39	42.19
Auckland to London.....	35	32	32.54	45	38	40.32	45	37	40.50
London to Wellington.....	41	34	36.00	46	38	40.96	49	38	41.81
Wellington to London.....	37	33	34.46	46	39	42.63	47	37	41.45
London to Dunedin.....	42	35	37.23	47	39	42.75	49	39	42.94
Dunedin to London.....	38	35	35.54	48	39	42.08	49	38	41.44
London to Bluff.....	48	36	37.98	46	38	42.00	48	38	42.19
Bluff to London.....	89	36	36.29	47	38	41.23	48	37	40.00

The subsidized mail service between Auckland and San Francisco was established in April, 1871, and will terminate in November, 1897. The number of voyages a year is 13. The mileage for the complete voyage is 11,916. At the present time, the colonial government is paying about 11 shillings (\$2.67) per pound for its letters, and the total amount paid to the contractors by New Zealand per annum is \$36,985.40.

The money orders issued by New Zealand payable in the United States for the year 1895, numbered 2,672, amounting to \$28,073.21; the number issued in 1896 was 2,672, amounting to \$32,119.32, showing an increase in 1896 of \$4,046.11. The number of money orders issued by the United States on New Zealand for the year 1895 was 998, amounting to £1,345 12s. 11d. (\$21,148.08); the number issued in 1896 was 929, the amount being £3,364 5s. 4d. (\$16,372.19).

SAN FRANCISCO MAIL SERVICE.

Whether there shall be a renewal of the San Francisco mail service, which expires this coming month (November), is being considered by Parliament, now in session at Wellington, as well as the propriety of establishing an alternate service via Canada. There can be no question that the time has arrived for improving the San Francisco service, which can be done without any great additional expense. The distance between Auckland and San Francisco, via Apia, Samoa, and Honolulu, is 5,938 miles, and steamers capable of maintaining an average speed of, say, about 17 knots, including stoppages, could undoubtedly easily

make the voyage in fifteen days; and, allowing four and one-half days for transit between San Francisco and New York and six days between New York and Queenstown, it would be possible for the colony's mails to be delivered in London in about twenty-five days.

In proof of the foregoing, I will say that the new steamer *Moana*, which was built for the San Francisco mail service, replaced the *Mono-rui* in June last. The *Moana* is a vessel of 4,000 tons gross register and 4,000 indicated horsepower, having excellent accommodation for 180 saloon and 116 second-class passengers. She is fitted throughout with the latest and most approved appliances, the engines being triple expansion, with forced draft. On her trial trip, she easily made 17 knots an hour with light draft. Her several trips to and from San Francisco have been most successful, mails having been delivered under eighteen days both ways—more than two days under contract time.

To one who has made the long, monotonous voyage between San Francisco and Auckland—twenty full days—there can be no doubt that a quicker and better service will be demanded.

RAILROADS.

A remarkable increase in the railroad traffic of the colony has been noticed during the past twelve months. Satisfactory progress has been made in railway construction during the year. The "Makaran tunnel," which has been in course of construction for over seven years, has finally been completed, and trains are running through it. Work has also commenced on the long-contemplated Makoline viaduct, on the North Island Main Trunk Railway. There are other important railway works in hand and progressing satisfactorily. The line between Eketohuna and Woodville is nearing completion.

Tracks and roads are being made to open the picturesque scenery of New Zealand to the European and American tourists. By this means, the celebrated West Coast Islands, 13 in number, will be made more accessible. There is scenery on the west coast of this province which is terra incognita even to the natives, and which, later, will undoubtedly attract the tourists of America, weary of the hackneyed routes of continental travel.

SOCIAL CONDITIONS.

I have been most favorably impressed with the high degree of social comfort enjoyed by every class of people in this distant land. It would be hard to find a happier populace, better clad, or more comfortable than these colonists. They are a great sport-loving people, and on every Saturday afternoon, one may see them go in thousands to their games, such as cricket and football, or the races.

There are 130,000 children in the public schools in this colony enjoying a free education, with scholarships open for competition. There are now about \$69,000,000 dollars on deposit in the banks of the colony, and over \$19,000,000 on deposit in the post-office savings banks. The private wealth of the colony is estimated at considerably over \$900 per head of population.

If to these figures is added the total represented by life-insurance policies in the Australasian and American companies, it will readily be seen that the condition of the people is better than in other English colonies.

FRANK DILLINGHAM, *Consul*,

AUCKLAND, October 29, 1897.

C B—VOL 1—76

SOUTH AUSTRALIA.

IMPORTS AND EXPORTS.

In preparing this report, I regret that I am unable to bring my figures up to as late a date as the Department desires. The staff of the Government statistical department is much too small for the work to be done; consequently, returns are delayed in publication, and frequently, when published, are of very little use on account of their meagerness and the unattractive manner in which they are prepared. No official figures of the commerce of the colony during 1896 have yet been published, and I have been compelled to rely on those of 1895 for the purposes of this report. Probably, these will not vary much from those of 1896 when the latter eventually see the light, for the trade relations of the colony have changed little in these two years. In the export of wine, wool, minerals, bark, fruit, and the products of the dairy industry, I expect the figures of 1896 to show substantial increases over those of the preceding year. The failure of the cereal products for the last two years makes it a certainty that the flour and wheat exports will show a great falling off. For 1897, indeed, exports in these two lines of trade have absolutely ceased. The country is importing breadstuffs from San Francisco to meet the home consumption, and must continue to import until the harvest of 1897 is gathered. The long and severe drought has likewise had a ruinous effect on the pastoral industry, which will be manifest in the wool clip of the present year. In New South Wales, over 9,000,000 sheep have perished, or about 16 per cent of the total number in that colony. The loss to South Australia, though not so great numerically, is quite as bad proportionately, and, though the actual extent of the disaster is as yet only a matter of surmise, the fact is certain that the exports of wool in 1897 will be the smallest for years. It is also certain that two or three good years, at the very least, must ensue before the shipment of wool will come up to the figures of 1896. Such heavy losses on the two principal products will, of course, curtail the colony's purchases from other countries, and the trade prospects for the immediate future might be brighter. A few years ago, a similar failure in the wool and wheat crops would have meant financial ruin to half the colony; but of late years, other industries have been started, with the best results. Breadstuffs and wool in 1891 represented exactly 75 per cent of the colony's exports of home produce, but these two lines were only responsible for 64 per cent of the exports of 1895.

The mining industry is in a more active condition than it has been for many years. Capital is being judiciously invested to develop many of the gold reefs that are known to spread all over the colony, and profitable returns may reasonably be expected in the near future. The rise in the copper market is causing many old mines to be reopened, and several new lodes of promising richness are being prospected. There are no silver mines of any note in the colony, but it commands the trade of the great Broken Hill silver mines of New South Wales, which are only a few miles across the eastern border. The mines are connected with Adelaide by a railway, and also with Port Pirie, and all their trade is done with these ports. The practical solving of the sulphide problem has enormously increased the output of these mines, and a large quantity of the ore is transported by rail to this colony for treatment at the seaboard, where extensive smelting works are in full blast. Thus, a large amount of work necessary to the production of the silver bullion

is done in South Australia, although the goods when exported are set down in the customs returns as being the produce of New South Wales. These smelting works are also doing a large amount of work for the West Australian gold mines, and this is a branch of industry that is only in its infancy. I can get no figures as to the actual work done at these smelters, but that it must be considerable may be gleaned from the following circumstance. In May, 1897, the Wallaroo Smelting Company treated sufficient West Australian ore to produce 10,000 ounces of gold.

The wine industry is one that is now established on a firm basis, and shows a marked increase from year to year. Exports in 1894 were 256,216 gallons; in 1895, 343,405 gallons, and in 1896, a further increase took place, though I am not in a position to give the exact figures. To further this trade, the Government has established a wine depot in London under a wine expert. None but sound and well-matured wines are admitted into the depot. There is thus a guaranty as to quality that has done much to dispose the British wine merchant to do business with the depot, and as orders are being repeated, it is certain the wine is giving satisfaction to consumers. As there are thousands of square miles in the colony eminently suited for viticulture, sooner or later it must take its place as one of the great wine-producing countries of the world. Many of the vignerons find that it pays them to make brandy from certain sorts of wine, and the local article is fast closing the markets against the imported article. Sold at first too new, it did not meet with much support, but now that the producers have learned the lesson that it pays to well mature the article before offering it to the public, the local bears favorable comparison with the imported article, and finds a ready sale.

The cultivation of wattle bark is another industry that is capable of further expansion, although the exports have doubled since 1891. This bark is worth from \$33 to \$36 per ton; in 1891, the exports were 3,162 tons, and in 1895, 7,157 tons. The initial cost of planting is very small, and it is afterwards self sown. It can be cut when 3 years old, and will produce from 2 to 4 tons per acre. Its tanning properties are considered to be superior to any other known bark, so there is an unlimited market for as much as can be produced.

The depot established in London does not confine itself solely to the wine industry, although that is its main feature. Through its agency, frozen rabbits are being introduced into England. Should the trade prove remunerative, there is absolutely no limit to the supply. Frozen beef and mutton are also consigned to the care of the depot, with the most promising results. All these are lines in which Australian exports must greatly expand, on account of the enormous flocks there are to draw from.

Some four or five years ago, the Government offered a bonus of 4 cents per pound on all butter passed by the Government expert and exported. As a result, creameries were established in all the agricultural districts of the colony, and the export of butter at once enormously increased. In 1891, shipments were 478,176 pounds, while they amounted to 1,733,420 pounds in 1895. The bonus, which was for three years, has lapsed, but the industry has been firmly established. I may perhaps remark here that, in this case, the bonus system has produced excellent results.

Hitherto, I have dealt with those staple products in which the colony acts as an exporter, and my remarks, together with the various tables of statistics relating to this branch of the subject, may enable some idea to be formed of the lines that may find a market in the United

States. These tables will also show the countries with which the colony principally trades. It will be seen that where the colony sells, there it buys. Thus, of countries outside the Australian colonies, the United Kingdom is by far the largest consumer of the products of the colony, and, on the other hand, purchases are made more exclusively in England than in any other country. Germany, of late years, has been buying in increased quantities, and the imports from that country have been proportionately augmented. Direct exports to the United States are insignificant, and imports therefrom, except in lines that can be had nowhere else, are on a very limited scale. The total imports from the United States in 1895 amounted to £237,178, or \$1,154,110. Of this amount, £170,259, or \$828,480, was accounted for in three lines—tobacco, kerosene, and timber—and much of the latter, though shipped from American ports, undoubtedly came from Canada. Thus only £66,919, or \$325,630, is left to represent the general trade of the country with the United States. I am aware that perhaps considerable quantities of American goods, through being shipped from English ports, appear in the customs list of imports as of British manufacture. The amount, of course, can not be estimated with any degree of exactness. It would not, I should say, more than counterbalance the Canadian timber. In the same manner, more Australian produce finds its way to the United States than appears in the Statistical Register. Wool, kangaroo skins, and eucalyptus oil may be especially referred to. But the great point is that these goods are actually sold to other countries, and the return trade is lost to American sellers. Were there a direct line of steamers trading, say, between New York and the large Australian towns, a remunerative trade would result. The German and French Governments heavily subsidize the lines of steamers trading between their ports and those of Australasia, and their trade progresses steadily, and American trade will be unimportant until something of this sort becomes an accomplished fact.

A glance at the table of imports which I embody with this report will show what a wide range of articles they comprise, and how the colony is practically dependent upon other countries for everything but its food supplies. In this connection, I have much pleasure in forwarding a report prepared by Mr. T. N. Stephens, collector of customs,* at the instance of the secretary of state for the colonies, who wished to discover the extent to which other countries were making inroads into the commerce of Great Britain, the means they adopted to secure the trade, the qualities of the goods that were competing with British manufactures, the prices at which such goods were offered, and any other information that might have a bearing on the subject. The report deals exhaustively with the various lines imported, from whatever source, and gives a much better "trade picture" than anything I could compile from the official records to which the public have access. It is to be noted that, whenever Mr. Stephens refers to goods of American manufacture, he does so in terms of unstinted commendation. Other nations seem to rely on inferior goods sold very cheaply in their endeavors to secure a share of Australian trade. They beat the Englishman in price alone, and will lose their trade when the British manufacturer learns to be content with a smaller profit. With the American, it is different. He rivals the Englishman in quality of goods, offers them at lower prices, produces a more attractive article generally, and is greatly in advance of him in the mode of sending his goods to market—a factor by no

* Filed for reference in the Bureau of Foreign Commerce, Department of State.

means to be lightly esteemed. Moreover, his goods are popular and easily sold. In spite of all this, he sells very little, simply because nations must perforce buy where they sell, and America up to date has done very little buying from Australia. The remedy I have already indicated. A direct line of steamers trading between United States and Australian ports will find a large and remunerative trade awaiting them, and if Americans do not come to the market, the trade will go to others. I have dealt at length with this aspect of the trade relations between the two countries, or rather the lack of them, because of the possibilities the future offers to those enterprising enough to exploit the markets of the colonies.

In preparing the statistical tables that accompany this report, I have been somewhat handicapped by the lack of detail in some cases, and by the profusion of it in others, but I hope the form in which I present them will enable one to form a correct opinion of the trade of the colony, the nature of its produce, and the field that it offers to the American manufacturer for the disposal of his wares.

The first table, that of exports and imports for the years 1894 and 1895, shows that, in 1895, there was a falling off in both these branches of trade.

Year.	Imports.		Exports.	
1894.....	£6, 226, 690	\$30, 299, 073	£7, 301, 744	\$35, 530, 432
1895.....	5, 585, 601	27, 180, 026	7, 177, 038	34, 923, 282
Decrease.....	641, 089	3, 119, 047	124, 706	607, 150

The decrease in imports is more than covered by the falling off in two lines, viz, silver ore and wool, which amounted in 1895 to £758,678, or \$3,991,727, less than in 1894.

The decrease in the exports, too, is attributable to one line, wheat; the value of the exports of which were £296,451, or \$1,435,921, less in 1895 than in 1894.

I have been supplied with some meager details as to the exports of 1896, and am able to say that the total fell short of that of 1895 by £288,140, or \$1,304,769. As I mentioned in an earlier paragraph, breadstuffs are responsible for the bulk of the decrease, being valued at £225,572, or \$1,097,634, less than in 1895.

As wool and wheat form the principal products of the colony, the following tables may be of interest. Much of the wool is now being sold locally instead of being shipped for sale in London.

The following table will show the sales during the last ten years :

Year.	Number of bales exported.	Number of bales sold locally.	Percentage of local sales to exports.
1897.....	148, 120	89, 000	26
1898.....	150, 027	34, 695	23
1899.....	134, 427	43, 568	32
1890.....	146, 219	47, 968	32½
1891.....	155, 603	43, 799	28
1892.....	166, 445	58, 011	34½
1893.....	148, 654	54, 285	36½
1894.....	172, 553	68, 140	36½
1895.....	172, 806	65, 000	37½
1896.....	179, 576	80, 797	45

The wool sold locally was purchased for the following countries in the quantities given:

Purchasing country.	Bales bought.	Percentage of total sales.
United Kingdom	14, 700	18½
France	29, 400	36½
Germany	10, 500	13
Belgium	4, 000	4½
America	3, 900	4½
Locally	15, 300	18½
Variously	3, 000	3½

The following table will give an idea of the falling off in wheat production since 1889:

Year.	Number of acres under wheat.	Total wheat produced.	Yield per acre.	
		Bushels.	Bush.	Lib.
1889	1, 842, 961	14, 577, 856	7	55
1890	1, 673, 573	9, 399, 389	5	37
1891	1, 552, 423	6, 436, 488	4	9
1892	1, 520, 580	9, 240, 108	6	5
1893	1, 732, 711	13, 618, 062	7	52
1894	1, 576, 950	7, 781, 223	4	56
1895	1, 410, 955	5, 929, 300	4	11

The following statement of general statistics for 1895 may not be out of place in this report:

Total population	357, 405
Total revenue	£2, 443, 689 or \$11, 892, 200
Total expenditure	2, 533, 245 \$12, 328, 300
Total public debt	22, 536, 025 \$109, 671, 500
Miles of railway open	1, 884
Miles of telegraph wires	5, 580
Acres under vines	17, 418
Total wine product	gallons.. 712, 845
Land under cultivation	acres.. 2, 760, 000
Number of live stock:	
Horses	202, 000
Cattle	675, 896
Sheep	7, 500, 000
Pigs	91, 200

Land planted by State with forest trees, 215,696 acres; average rainfall, 21.062 inches.

The following table contains a list of all articles imported, with their value in United States currency. The total imports from the United States and the duty payable on each line are also given:

Articles.	Quantity of imports.		Value of imports.		Duty.
	From United States.	Total.	From United States.	Total.	
Biscuits	400	78, 187	\$15	\$12, 408	4 cents per pound.
Blacking			2, 575	17, 617	25 per cent.
Boots and shoes:					
Men's	32	3, 995	900	80, 308	\$8 per dozen.
Youth's	1	363	34	5, 742	\$5 per dozen.
Boys', 7-1				5	\$4.23 per dozen.
Women's	37	5, 057	1, 212	94, 736	\$4.75 per dozen.
Girls', 11-2	64	1, 458	122	18, 145	\$3.90 per dozen.
Girls', 7-10	2	598	34	5, 219	\$2.80 per dozen.
Brush-making materials			219	12, 962	Free

Articles.	Quantity of imports.		Value of imports.		Duty.
	From United States.	Total.	From United States.	Total.	
Brushware			\$2,316	\$41,434	25 per cent.
Canvas			19	50,207	Free.
Cards, playing.....dozen packets	1,414	2,908	1,061	4,113	\$1.46 per dozen packets.
Carriages and carts			10,725	78,829	25 per cent.
Clocks and watches			6,934	56,674	15 per cent.
Coffee, raw.....pounds	2,143	262,808	574	72,474	6 cents per pound.
Confectionery.....do	1,260	217,123	107	44,080	Do.
Cork, and corks cut			44	27,376	Free.
Cotton goods			219	1,137,184	Do.
Cutlery			498	52,964	10 per cent.
Drugs, etc.			3,448	183,038	Do.
Drapery			1,574	1,049,010	Free and 15 per cent and 25 per cent.
Druggist ware			1,035	14,725	10 per cent.
Earthenware			102	83,093	15 per cent and 20 per cent.
Fancy goods			2,330	144,034	15 per cent.
Fish, preserved.....pounds	60,390	778,314	5,596	68,552	4 cents per pound.
Fruit.....do	14,768	1,005,843	1,251	96,794	8 cents per pound.
Preserved.....do	48,554	212,499	2,443	12,734	4 cents per pound.
Furniture			6,044	19,919	25 per cent.
Glassware			1,651	50,147	15 per cent and 20 per cent.
Glucose.....cwt.	3,222	4,413	7,854	11,371	\$1.50 per cwt.
Grates, stoves, ovens			2,282	13,163	25 per cent.
Hardware and ironmongery			5,747	100,692	Free.
Hollowware			1,066	22,427	Do.
Hops.....pounds	6,022	312,943	501	54,660	12 cents per pound.
Hosiery			86	268,417	10 per cent.
India-rubber goods			1,221	34,164	Free.
Ink			1,455	12,987	Do.
Musical instruments			3,851	6,148	15 per cent.
Pianos.....	1	560	238	59,096	Do.
Scientific instruments			146	27,293	Free.
Steel wire.....tons	255	4,089	12,924	154,875	Do.
Jewelry			34	65,737	25 per cent.
Lamps and lampware			12,278	39,893	15 per cent.
Leather:					
Patent, etc.			3,893	55,550	Free.
Unenumerated			153	27,529	15 per cent.
Leatherware			58	14,124	25 per cent.
Machinery			1,001	15,800	Do.
Do.....			8,056	94,313	20 per cent.
Do.....			1,606	75,744	Free.
Maize.....centals	2	1,925	10	2,379	24 cents per cental.
Maizeana, etc.....pounds	58,000	203,612	6,165	17,561	Free.
Malt.....bushels	51	46,157	92	57,195	\$1.10 per bushel.
Mangles, wringers, washing machines			5,329	9,011	25 per cent.
Metals, manufactured			7,079	161,551	Do.
Marble.....cubic feet	126	2,341	321	5,956	24 cents per cubic foot.
Wrought			1,192	2,691	20 per cent.
Meat, preserved.....pounds	3,900	174,464	404	22,496	4 cents per pound.
Medicines, patent			11,805	107,027	20 per cent.
Milk, preserved.....pounds	104	598,527	10	56,572	2 cents per pound.
Nails and screws.....cwt.	176	13,399	1,221	51,302	49 cents per cwt.
Oil:					
Black shale.....gallons	5,702	27,624	667	5,382	Free.
Cod (in bulk).....do	472	13,130	175	5,766	Do.
Gasoline.....do	3,916	4,221	1,484	1,654	12 cents per gallon.
Kerosene.....do	1,321,323	1,351,134	165,291	170,578	6 cents per gallon.
Naphtha.....do	100	924	78	642	12 cents per gallon.
Salad (in bulk).....do	442	442	258	258	49 cents per gallon.
Other.....do	20,275	100,327	9,080	45,551	12 cents per gallon.
Paints.....cwt.	212	10,102	1,766	45,925	49 cents per cwt.
Mixed.....do	129	1,767	2,701	14,773	97 cents per cwt.
Paper:					
Bags.....do	397	1,253	3,294	8,082	\$2.43 per cwt.
Printed.....do	27	64	204	594	\$3.65 per cwt.
Hangings			102	17,347	10 per cent.
Printing			613	162,072	Free.
Wrapping.....cwt.	2	13,810	29	53,453	81 cents per cwt.
Paraffin and mineral wax.....pounds	983	62,087	102	4,229	2 cents per pound.
Perfumery			7,309	22,359	25 per cent.
Pitch, tar, and resin			9,455	18,374	Free.
Plaster of paris.....casks	1,623	1,753	2,263	2,666	73 cents per cask.
Plate and plated ware			5,075	48,132	25 per cent.
Rugs			3	20,671	15 per cent.
Saddlery and harness			302	7,211	25 per cent.

Articles.	Quantity of imports.		Value of imports.		Duty.
	From United States.	Total.	From United States.	Total.	
Saddlers' ironmongery			\$910	\$30,812	Free.
Sarsaparilla	gallons 11	24	29	92	\$1.46 per gallon.
Sauces	pints 86	81,416	5	8,427	49 cents per dozen pints.
Seeds, grass and garden			1,353	20,033	Free.
Sewing machines			6,890	68,070	Do.
Soap, fancy	pounds 6,899	40,894	1,903	13,100	8 cents per pound.
Spirits, perfumed	gallons 5	623	146	8,443	\$6 per gallon.
Stationery			2,015	85,204	25 per cent.
Stationery			1,017	76,961	Free.
Stones, grind			204	2,740	Do.
Tinware			384	8,277	25 per cent.
Tobacco:					
Cigars	pounds 1,288	55,973	1,800	74,907	\$1.52 per pound.
Manufactured	do 47,698	289,696	14,423	111,012	67 cents per pound.
Unmanufactured	do 419,416	509,521	52,382	71,744	40 cents per pound.
Ware			19	26,700	15 per cent.
Tools:			37,196	140,005	Free.
Turpentine	gallons 25,520	26,191	11,867	11,703	12½ cents per gallon.
Twine and cords	pounds 188	84,424	15	11,542	4 cents per gallon.
Tweeds and cloths			73	215,904	15 per cent.
Varnish	gallons 76	12,722	190	24,525	12½ cents per gallon.
Vegetables, preserved	pounds 860	279,798	49	19,798	4 cents per pound.
Waste and wick			545	22,845	Free.
Wheels and axles			2,896	74,026	25 per cent.
Wire netting			501	103,149	Free.
Wood:					
Architraves, etc	feet 3,000	3,900	92	272	97 cents per 100 linear feet.
Boards	do 754,400	6,762,990	32,398	215,598	36 cents per 100 superficial feet.
Deals and battens	loads 8,176	16,891	70,323	170,782	60 cents per load.
Laths	199,000	529,000	681	1,650	24 cents per 1,000.
Palings	67,500	924,350	1,119	18,106	12½ cents per 100.
Spars and quartering	loads 14,407	25,819	132,352	263,728	60 cents per load.
Other kinds			83	574	10 per cent.
Do	85,968	40,085	345,486	406,267	Free.
Ware			31,410	61,088	25 per cent.
Woolen and flannel piece goods			243	151,707	Do.
All other goods			18,083	225,933	10 per cent.
Do			5,221	190,562	Free.

Total value of imports into South Australia during 1894 and 1895.

Countries.	1894.	1895.	Increase.	Decrease.
United Kingdom	\$9,243,863	\$9,040,974	.....	\$202,879
Australasia	17,008,354	13,784,004	.....	3,223,750
Cape Colony and Natal	26,301	316	.....	26,985
India, etc	811,094	854,592	\$43,998	.....
Canada	167,892	47,225	.....	120,667
Mauritius	256,633	186,088	.....	70,547
Belgium	112,772	121,149	7,377	.....
China	13,965	15,634	1,669	.....
Egypt	7,114	2,963	.....	4,151
France	60,888	98,892	38,004	.....
Germany	756,429	835,903	79,474	.....
Holland	83,793	9,129	.....	74,664
Italy	40,854	38,001	.....	7,854
Japan	9,922	16,531	6,909	.....
Java	834,976	723,980	.....	111,616
Norway and Sweden	94,911	191,793	96,882	.....
Philippine Islands	8,642	6,078	.....	2,564
United States	757,270	1,117,017	419,741	.....
Smyrna	151	7,187	7,036	.....
Greece	4,924	10,521	5,597	.....
Other countries	1,698	8,844	2,146	.....

Classification of goods imported into South Australia during 1895.

Articles.	Value in colonial currency.	Value in United States currency.
Cotton flannel, linen and woolen piece goods, tweeds, and cloths.....	£385,531	\$1,875,994
Articles of above manufactured: Blankets, drapery, etc.....	483,318	2,351,825
Boots and shoes.....	66,227	322,260
Bags, woolpacks, cordage, rope, canvas tents.....	141,305	687,590
Metals:		
Wire, silver, lead, and ore.....	1,422,895	6,923,807
Manufactured, machinery, hardware.....	273,544	1,328,865
Agricultural implements.....	11,107	54,047
Vehicles, wheels and axles, arms and boxes.....	32,179	156,583
Sewing machines.....	13,989	68,070
Glass, earthen, and china ware.....	27,382	133,241
Chemicals, etc.: gum, resin, opium.....	88,102	428,704
Paints, window and plate glass, paper hangings.....	26,478	128,842
Furniture, brushware, carpets, oil cloths, etc.....	76,000	369,816
Paper, books, stationery, printing material.....	132,775	646,083
Saddlery, harness, and leather ware.....	5,136	24,992
Fancy goods, perfumery, toys, combs, brushes, and tobacconists' ware.....	54,033	262,925
Musical instruments.....	16,164	78,654
Ammunition, powder, and firearms.....	42,572	207,155
Jewelry, watches, clocks, plated ware, and scientific instruments.....	41,109	199,998
Building materials, cement, timber, slate.....	227,650	1,107,745
Leather, patent and unenumerated.....	18,663	90,714
Hemp, flax, jute, and other fibers.....	6,526	31,756
Hides, skins, tallow, bones, and hoofs.....	76,614	372,804
Guano, manure, etc.....	643	3,129
Coal and coke.....	241,465	1,174,969
Wool.....	378,170	1,840,175
Coin and bullion.....	185,628	951,926
Beer, wine, spirits, cider, perry, etc.....	86,800	480,761
Cigars, snuff, tobacco.....	58,192	258,632
Hops.....	11,283	54,680
Malt.....	11,754	57,196
Sugar, molasses, treacle, glucose.....	273,424	1,350,481
Tea.....	82,834	403,070
Coffee, chicory, cocoa, chocolate.....	29,826	145,133
Candles.....	11,785	57,346
Oilman's stores, groceries, butter, cheese, dried fruits, preserves, confectionery, etc.....	183,305	891,962
Oils: Castor, kerosene, etc.....	62,524	304,242
Rice.....	8,139	39,604
Grain: Flour, maize, barley, hay, chaff, etc.....	9,907	48,645
Green fruits, seed plants, vegetables.....	21,606	105,135
Live stock: Horses, sheep, cattle.....	107,131	521,299
All other imports.....	132,855	646,472

Quantities and values of South Australian produce exported in 1895.

Articles.	Quantity.	Value in colonial currency.	Value in United States currency.
Agricultural implements.....		£4,916	\$23,921
Bark..... tons.....	7,157	48,781	237,368
Beer..... gallons.....	21,824	1,530	7,445
Biscuits..... pounds.....	56,940	659	3,207
Butter..... do.....	1,738,420	70,459	342,853
Eggs.....		27,275	132,720
Fruit, fresh.....		17,300	84,182
Barley..... bushels.....	753	83	404
Bran and pollard..... tons.....	8,519	30,651	149,148
Flour..... do.....	56,971	392,974	1,912,211
Oats..... bushels.....	52,220	4,352	21,176
Wheat..... do.....	3,527,033	445,461	2,167,613
Hay and chaff..... tons.....	87,111	102,389	498,128
Jams..... pounds.....	1,010,305	17,661	85,938
Leather.....		53,517	260,413
Live stock—horses, sheep, etc.....		109,636	533,489
Meats:			
Preserved..... pounds.....	1,121,296	21,579	105,003
Pickled..... hundred weight.....	3,092	4,623	22,496
Metals:			
Copper..... tons.....	5,168	228,494	1,102,120
Gold..... ounces.....	7,478	28,060	126,808
Spelter..... tons.....	26	822	1,567
Ore, copper..... do.....	212	1,607	7,820
Skins and hides.....		182,012	885,670
Tallow..... tons.....	1,528	80,196	146,934
Wine..... gallons.....	343,405	58,828	286,237
Wool..... pounds.....	54,550,423	1,438,776	7,001,084
All other produce.....		219,632	1,068,729

Value of exports from South Australia to all countries during the years 1894 and 1895.

[Values given in United States currency.]

Countries.	1894.	1895.	Increase.	Decrease.
United Kingdom.....	\$14,097,065	\$11,486,378	.....	\$2,500,687
Australasia.....	15,866,337	15,310,887	.....	555,450
Cape Colony and Natal.....	479,864	957,000	\$478,236	.....
India, etc.....	3,597,273	4,477,547	880,274	.....
Fiji.....	4,097	9,270	5,173	.....
Mauritius.....	62,368	39,351	.....	23,017
Other British possessions.....	7,474	3,902	.....	3,572
Delagoa Bay.....	40,845	.....	.....	40,845
Belgium.....	220,478	465,749	245,271	.....
Bourbon.....	10,569	17,128	6,559	.....
Brazil.....	.....	4,530	4,530	.....
China.....	28,816	19,518	.....	9,298
France.....	728,827	1,316,078	587,251	.....
Germany.....	148,116	663,766	515,650	.....
Italy.....	7,766	2,418	.....	5,348
Java.....	62,085	65,073	2,988	.....
New Caledonia.....	60,596	91,680	31,084	.....
United States.....	4,547	70,290	65,613	.....
Japan.....	102,997	4,764	.....	98,233
Friendly Islands.....	8,450	4,068	.....	4,382
All other countries.....	2,209	3,499	1,290	.....

CURRENCY.

There has been no change in the currency of the country, which is that of Great Britain.

PRICES OF COMMODITIES.

There has been no marked change in the prices of commodities during the past five years. There are occasional increases in the cost of food products, caused by drought in the pastoral and agricultural regions, but as soon as the temporary cause is removed prices go back to the usual average.

WAGES.

The present rates are:

Occupation.	United States currency.	Occupation.	United States currency.
Laborers.....per day..	\$1.46	Men for general work, with rations, per year.....	\$195.00
Domestic servants:		Brush carpenters, with rations, per year.....	341.00
Male.....per year..	219.00	Teamsters, with rations, per year.....	219.00
Female.....do.....	121.66	Sheep drovers, with rations, per year.....	292.00
Mechanics.....per day..	2 to 2.19	Stockmen, with rations, per year.....	341.00
Factory operatives.....do..	1.95	Colt breakers, with rations, per year.....	341.00
Clerks in stores.....per week	7.31 to 12.16	Water drawers, with rations, per year.....	195.00
Bookkeepers.....do.....	17.31	Bullock drivers, with rations, per year.....	253.00
Railway employees.....per day	1.95 to 2.92	Well sinkers, with rations, per week.....	7.29
Miners.....do.....	1.70 to 2.19		
Farm laborers, lodged..per year	195.00		
Shearers, with rations, per 100 sheep.....	3.61		
Shepherds:			
With rations.....per year..	170.00		
Without rations.....do.....	292.00		
Boundary riders, married, with double rations, per year.....	219.00		

¹ Upward.

CUSTOMS DUTIES.

There have been no changes of late years in the customs duties or regulations.

The rates for the city of Adelaide, the capital of the province, amount to 1s. 5½d., or 35 cents, in the pound, on the valuation of property within the municipality, made up as follows: General rate, 1s., or 24 cents, in the pound; lighting rate, 3½d., or 6½ cents, in the pound; health rate, 1½d., or 2½ cents, in the pound; plantation rate, 1d., or 2 cents, in the pound.

The rates for different municipalities throughout the colony range from 6d. to 2s., or 12 to 48 cents, in the pound.

In addition to the above rates, councils may impose a police rate up to 6d., or 12 cents, in the pound.

The maximum that can be imposed as a health rate is 1s., or 24 cents, in the pound. The municipal rates for the city of Adelaide have not been altered since 1880.

No octroi duties are imposed in the colony.

TRANSPORTATION.

Transportation is carried on in South Australia by railways, by sea, and by river. The colony has about 1,800 miles of railways open for traffic. The enormous coast line of over 2,000 miles gives special facilities for water carriage, while the River Murray is navigable for the whole of its course in South Australia—about 700 miles. No railways are in course of construction, but the Government intends introducing a bill to authorize the construction of a line to the Queensland border, a distance of 300 miles, and of another to Angaston, 24 miles. Communications with the other colonies are by rail and sea.

Communication with the United States may be had by steamer to England and thence to America; by rail to Sydney (1,100 miles) and thence by the Union Steamship Company's steamers to San Francisco, or by an occasional sailing vessel from Port Adelaide to America. It is two years since such an opportunity offered. The first of these routes occupies forty-two days, the second thirty-five days, and the third about one hundred days.

Exporters do not complain that freights are excessive.

PORT REGULATIONS.

No important changes have taken place in the port regulations during the last few years.

COMMERCIAL LICENSES.

There have been no material changes in the rates of commercial licenses.

No tax of any kind is levied on foreigners coming to or settling in the colony, except a £10 (\$48.66) poll tax on Chinamen. Foreigners have the same political and civil rights as British subjects. They must, however, be naturalized before they can claim to vote at parliamentary elections.

COMMERCIAL CREDITS.

It is rather difficult to explain this question, as much depends on the commercial standing of the importer in this colony. Merchants of first-class standing frequently pay cash in New York before the goods are put on board ship, or they take their discounts and pay by draft on London at thirty days. This applies to houses having branches or agencies in London.

The second class of credit is when houses in the United States send representatives to the colony, who sell goods at four months. Most frequently, the drafts are sent through banks, and it rests entirely with the United States houses to instruct the banks to give up the documents or to hold the same until the goods are paid for.

The conclusion I have arrived at, after many years' experience, is that the best principle for all exporters to adopt is to get cash.

Trade methods in this colony are practically identical with those of Great Britain; there are no marked differences.

CHAS. A. MURPHY,
Consular Agent.

ADELAIDE, *June 28, 1897.*

SUPPLEMENTARY REPORT.

MONEY IN CIRCULATION.

The amount of money actually in circulation can not be accurately ascertained. The Government publishes no returns on the subject. The various banking statistics, in their latest published reports, show that the banks held in coins—

Gold, silver, and bronze	£4, 864, 679 or \$9, 074, 460
Gold and bullion in ingots	17, 654 or 85, 913
Notes in circulation	403, 060 or 1, 961, 442

I can find no data whatever upon which I could form an estimate of the additional money in circulation among the general public.

There is no State bank of issue, the paper money in circulation being issued by the banks trading in the colony. All notes are payable on demand in gold.

MONEY PER CAPITA.

As explained in the preceding paragraph, the total money in circulation can not be ascertained, but the money held by the banks averages £6.810, or \$31.34, per head of the population.

PRICES OF PRODUCTS.

The prices quoted below are based upon the customs returns of exports:

	£.	s.	d.	
Bark	per ton..	6	15	0 or \$33.00
Wheat	per bushel..	0	2	6 or .61
Flour	per ton..	7	0	0 or 34.00
Hay and chaff	do	2	15	0 or 13.38
Wine	per gallon..	0	3	5 or .83
Wool	per pound..	0	0	6 or .13
Butter	do	0	0	0 or .18

Prices vary much, according to the quality of the goods, more especially in wearing apparel. For instance, men's suits can be had from 30s. to £7 each (\$7.29 to \$34). Men's boots may be had from 5s. to 40s. per pair (\$1.20 to \$9.72). All other goods vary quite as much. When the protective tariff was introduced ten years ago, all prices were proportionately high, and do not as yet show any decline. Inferior kinds of clothing and of boots, shoes, and hats are cheaper than anything that was sold a few years ago, but all the better class of goods are dearer. Hardware and other lines not affected by the tariff are now undoubtedly cheaper, but the fall in prices is due to the keen competition of the large houses. The tariff increased the price of all brands of agricultural implements. Drugs and chemicals have fallen much in price, but this is another case of large houses being content with smaller profits, and there must still be room for further reductions in price.

MINTS.

There are no mints for the coinage of money in South Australia. There is one in Sydney and another in Melbourne. Both of these establishments coin gold only. All silver coins in Australia are imported from the English mint.

I very much regret that the absence of official data prevents my giving information more in detail. The statistical department is too small to compile the complete records the colony should possess. Much time also elapses before results are published. Thus, though we are now in the middle of 1897, I have been compelled to rely on figures for 1895.

CHAS. A. MURPHY,
Consular Agent.

ADELAIDE, *June 28, 1897.*

VICTORIA.

The total imports and exports of the colony of Victoria during the year 1896 amounted to \$70,831,114 and \$69,097,087, respectively. Compared with those of 1895, the imports show an increase of \$10,134,451, and the exports a decrease of \$1,699,449. The principal countries with which this volume of trade was transacted were:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United Kingdom	\$28, 826, 307	\$32, 625, 521	Mauritius	\$685, 888	\$5, 036
Australasian colonies	30, 493, 424	26, 065, 521	Belgium	664, 237	1, 327, 483
United States	2, 527, 897	2, 530, 780	Italy	172, 228	
Germany	2, 286, 266	2, 138, 903	Norway	423, 894	
India	1, 091, 034	1, 070, 132	Japan	158, 487	
China	964, 869	254, 531	Straits Settlements	167, 523	58, 728
France	807, 994	3, 563, 026	Canada	95, 007	
Java	750, 058	87, 635	Cape Colony		219, 633

This table is compiled from the Statistical Register of Victoria, 1896, with the exception of the figures of the exports to the United States, which are taken from the records of the consulate-general. A marked increase over the previous year in both the imports from and exports to the United States is shown, the demand for American boots, bicycles, timber, machinery, and hardware being larger in 1896 than in 1895. It should be borne in mind that the consumption of American goods in this colony is in reality much greater than shown in this table, as a

good portion of such products come to the colony by way of England, and in the customs returns, are tabulated as exports of that country. Tobacco is an instance of this. Nine-tenths of the tobacco consumed here is American, but in the Statistical Register, England is given as exporting to the colony \$746,222 worth out of a total of \$773,506. Again, a large quantity of American goods is brought to the colony by the Vancouver and San Francisco lines of steamers, and is landed at Sydney, the terminal port of these lines, prior to transshipment, and consequently figures as imports and exports of the colony of New South Wales. A fair estimate of the total value of the exports of the United States to this colony during 1896 would be from \$3,500,000 to \$4,000,000.

The following is a list of the principal articles and their values imported and exported by the colony during 1896:

IMPORTS.

Articles.	Value.	Articles.	Value.
Apparel and slops	\$695, 679	Hosiery	\$784, 050
Bags and sacks (including woolpacks) ..	475, 149	Iron and steel	2, 209, 340
Beer, cider, and perry	456, 784	Jewelry	122, 581
Books	735, 901	Leath, leather ware, and leathern cloth ..	608, 433
Boots and shoes	195, 154	Linon piece goods and manufactures ..	149, 517
Butter and cheese	17, 907	Live stock	2, 250, 970
Candles	59, 112	Machinery	849, 364
Carpeting and druggoting	266, 786	Matches and vestas	106, 532
Coal	944, 271	Meats (fresh, preserved, and salted) ..	524, 050
Coffee	241, 712	Musical instruments	244, 491
Cotton piece goods and manufactures ..	4, 911, 027	Nails and screws	28, 218
Cutlery	147, 535	Oils of all kinds	927, 043
Drugs and chemicals	481, 870	Oilmen's stores	97, 539
Earthenware, brown ware, china ware, etc ..	301, 385	Opium	61, 210
Fancy goods	244, 380	Paints and colors	278, 696
Fish	403, 343	Paper (including paper bags) ..	1, 170, 903
Flour (including bread and biscuit) ..	99, 923	Sewing machines	118, 289
Fruit (including currants and raisins) ..	571, 958	Silks and silk manufactures ..	1, 377, 036
Furniture and upholstery	85, 717	Specie	121, 000
Glass and glassware	287, 488	Spirits	1, 309, 068
Gloves	532, 580	Stationery	220, 423
Gold (exclusive of specie)	7, 370, 605	Sugar and molasses	3, 831, 237
Grain:		Tea	1, 381, 612
Oats	192, 400	Timber	1, 136, 448
Wheat	391, 970	Tobacco, cigars, and snuff ..	1, 221, 719
Other (including malt and rice) ..	351, 325	Tools and utensils	208, 032
Haberdashery	1, 325, 790	Watches, clocks, and watchmakers' materials ..	171, 616
Hardware and ironmongery	608, 540	Wine	11, 049, 368
Hats, caps, and bonnets	290, 996	Wool	2, 982, 551
Hides, skins, and pelts	1, 261, 770		
Hops	95, 659		

EXPORTS.

Apparel and slops	\$735, 458	Live stock	\$1, 642, 642
Bark	82, 853	Machinery	1, 163, 839
Bones and bone dust	37, 904	Meats:	
Books	391, 192	Fresh and preserved	1, 343, 899
Boots and shoes	217, 356	Salted	250, 171
Butter and cheese	4, 815, 451	Oils of all kinds	294, 430
Candles	30, 454	Potatoes	195, 180
Coffee	68, 724	Skins and pelts	1, 435, 441
Flour and biscuit	381, 537	Soap	81, 294
Gold (exclusive of specie)	314, 399	Spirits	366, 363
Specie:		Stationery	182, 704
Gold	15, 739, 754	Sugar and molasses	654, 417
Silver	51, 764	Tallow	820, 130
Grain:		Tea	874, 567
Oats	49, 350	Timber	189, 209
Wheat	445, 794	Tin, tin ore, and black sand ..	27, 567
Other (including malt and rice) ..	237, 655	Tobacco, cigars, and snuff ..	501, 711
Hardware and ironmongery	275, 404	Wine	365, 614
Hay, straw, and chaff	522, 397	Wool	24, 134, 938
Hides	64, 246	Woolens and woolen piece goods ..	215, 444
Horns and hoofs	8, 432		
Leather, leather ware, and leathern cloth ..	1, 578, 785		

The bulk of this trade is naturally done with the adjacent colonies and with Great Britain, and of the competitors of the latter country in this market, the United States is deemed by far the most serious, having in some lines an absolute monopoly and showing in others a marked annual increase.

The principal imports from the United States during the year 1896 were:

Articles.	Value.	Articles.	Value.
Arms and ammunition.....	\$13,435	Patent medicines.....	\$35,815
Barbed wire.....	15,027	Oil.....	586,751
Bicycles.....	18,736	Paper.....	102,091
Clocks and watches.....	33,868	Plated ware.....	11,318
Steel.....	16,233	Resin.....	42,425
Fish, preserved.....	18,759	Sausage skins.....	48,051
Furniture.....	11,983	Spirits.....	14,207
Glassware.....	20,307	Stationery.....	17,983
Grain (barley).....	58,129	Sugar (glucose).....	24,190
Grindery.....	12,968	Timber.....	145,916
Hardware.....	139,677	Staves.....	49,171
Lamps and lamp ware.....	17,358	Tobacco.....	827,305
Leather.....	22,959	Tools.....	68,085
Machinery.....	187,951	Turpentine.....	48,449
Malzena.....	35,782	Wooden ware.....	78,120
Manufactures of metals.....	19,681		

¹ Estimated.

Wool is the principal article of export from Victoria to the United States, and during the year 1896, amounted in value to \$2,504,665. This does not represent the total consumption of Victorian wool in the United States, as a large quantity (the figures of which are not ascertainable) is purchased at the London sales. On the whole, the trade with the United States has increased, and with the return of prosperity to Victoria, will rapidly resume its former dimensions.

The industries of the colony show a decided all-round improvement, most noticeable in mining, due to improved gold-saving appliances, and to the development of new fields. During the year 1896, the colony produced 805,087 ounces of gold, valued at \$15,671,822, this being the largest yield for many years.

PORT REGULATIONS.

With the exception of a reduction in the Government dock charges, no important change has been made in the port regulations or customs duties of the colony since the last report from this consulate-general. As a result of the change, the Government dock charges of the colony will now be cheaper than those of any other Government in Australia. Compared with the old schedule rates, the new ones are as follows:

	Rate per ton.			
	First day or part of day.		Second day and each succeeding day.	
	Old scale.	New scale.	Old scale.	New scale.
5,999 tons and under.....	\$0.12 to \$0.14 ¹	\$0.10	\$0.08 to \$0.07 ¹	\$0.05
6,000 tons and over.....	.11	.08	.06	.04

The minimum charge for what were formerly vaguely called "small" vessels is reduced from \$116.79 to \$97.33 for the first day, and from \$72.99 to \$48.66 for other days, for vessels now defined as being

under 960 tons, unless such vessels are docked along with others of an aggregate tonnage not less than 1,600 tons; in such circumstances, ordinary dock rates will be charged on each vessel, proportionate rates to be charged for time spent in dock or on the slip over twenty-four hours. An amended schedule of slip dues has also been authorized. The charge of 24 cents per ton for the day of slipping is reduced to 16 cents per ton, and the minimum from \$72.99 to \$48.66. For subsequent days, the charge is reduced from 12 cents to 8 cents per ton per day, and the minimum from \$36.49 to \$24.33.

WAGES.

Wages have varied little since 1895. The following is a list compiled by the Government statist:

Wages in Melbourne, 1896.

Description of labor.	Wages.
<i>Domestic servants.</i>	
Males (with board and lodging):	
Cochmen, footmen, grooms, gardeners.....per week..	\$4.86 to \$7.29
Butlers.....do..	4.86 to 7.29
Females (with board and lodging):	
Cooks.....per annum..	194.66 to 264.98
Laundresses.....do..	194.66 to 253.65
Housemaids.....do..	145.99 to 194.66
Nursemaids.....do..	145.99 to 194.66
General servants.....do..	97.33 to 170.32
Girls.....per week..	1.94 to 2.43
<i>Hotel servants.</i>	
Males (with board and lodging):	
Barmen.....per week..	4.86 to 7.29
Waiters.....do..	4.86 to 7.29
Boots.....do..	3.65 to 6.07
Hostlers.....do..	3.65 to 4.86
Cooks.....do..	4.86 to 15.80
Females (with board and lodging):	
Barmen.....do..	3.65 to 6.07
Waitresses.....do..	3.65 to 4.86
Housemaids.....per annum..	145.99 to 170.32
Cooks.....do..	243.32 to 486.65
<i>Farm servants.</i>	
Males (found):	
Plowmen.....per week..	3.65 to 4.86
Farm laborers.....do..	3.04 to 3.65
Milkmen.....do..	2.43 to 3.65
Cheese-makers.....do..	6.07 to 9.73
Cooks.....per annum..	243.32 to 391.99
Females (found):	
Milkmaids.....do..	145.99 to 170.32
Cooks.....do..	145.99 to 194.66
General servants.....do..	97.33 to 145.99
<i>Ranch servants (with rations).</i>	
Boundary riders.....per annum..	194.66 to 291.99
Shepherds.....do..	175.19 to 253.65
Stockmen.....do..	243.32 to 291.99
Cooks.....do..	291.99 to 340.65
Laborers.....per week..	3.65 to 4.86
Drovers.....do..	6.07 to 9.73
Sheepwashers.....do..	3.65 to 6.07
Shearers.....per 100 sheep shorn..	3.65 to 3.89
<i>Workers in books, etc.</i>	
Compositors.....per 1,000 ems..	12.16 to 14.59
Macinists.....per week..	12.16 to 17.02
Lithographers.....do..	12.16 to 17.02
Binders.....do..	12.16 to 17.02
Paper rulers.....do..	12.16 to 17.02
<i>Workers in watches, jewelry, and precious metals.</i>	
Watchmakers.....per week..	9.73 to 14.59
Manufacturing jewelers.....do..	7.29 to 19.46

Wages in Melbourne, 1896—Continued.

Description of labor.	Wages.
<i>Workers in metals other than gold and silver.</i>	
Blacksmiths.....per day	\$2. 19 to \$2. 67
Diesinkers.....per week	12. 65 to 21. 89
Engravers.....do	8. 51 to 14. 59
Farriers:	
Firemen.....do	9. 73 to 12. 16
Floormen.....do	8. 51 to 10. 21
Hammermen.....per day	1. 58 to 1. 70
Fitters.....do	2. 19 to 2. 43
Turners.....do	2. 19 to 2. 43
Boilermakers.....do	2. 43 to 2. 67
Riveters.....do	2. 43 to 2. 67
Lampmakers.....per week	8. 51 to 14. 59
Patternmakers.....per day	1. 94 to 2. 43
Moulders.....do	2. 19 to 2. 51
Brass finishers.....do	1. 94 to 2. 43
Tinsmiths.....per week	9. 73 to 13. 13
Japanners.....do	9. 73 to 13. 13
Ironworkers.....do	9. 73 to 16. 05
Galvanizers.....do	9. 73 to 16. 05
Plumbers.....do	7. 29 to 14. 59
<i>Workers in carriages and harness.</i>	
Smiths.....per week	9. 73 to 14. 59
Bodymakers.....do	9. 73 to 12. 16
Wheelers.....do	9. 73 to 12. 16
Painters.....per day	1. 46 to 2. 02
Trimmers.....per week	9. 73 to 13. 13
Vicemen.....do	7. 29 to 9. 73
Harnessmakers.....do	6. 07 to 14. 59
Whipmakers.....do	7. 29 to 17. 02
<i>Workers in ships and boats.</i>	
Sailors:	
Sailing vessels.....per month	14. 59 to 19. 46
Steamships.....do	29. 19
Ship carpenters (shipwrights).....do	43. 79
Stevedores' men (lumpers).....per day	1. 94 to 2. 43
<i>Workers in houses and buildings.</i>	
Masons.....per day	1. 94
Plasterers.....do	1. 46 to 1. 70
Bricklayers.....do	1. 46 to 1. 94
Slaters.....do	1. 70 to 1. 46
Carpenters.....do	1. 46 to 1. 94
Laborers.....do	1. 21 to 1. 46
Painters.....do	1. 21 to 1. 94
Signwriters.....do	1. 70 to 1. 94
Paperhangers.....do	1. 21 to 1. 70
<i>Workers in furniture, etc.</i>	
Cabinetmakers.....per week	6. 07 to 7. 29
Carvers.....do	10. 94
Turners.....do	10. 94
Upholsterers.....do	9. 73 to 13. 38
Polishers.....do	7. 29 to 9. 73
Coopers.....per day	1. 70 to 2. 19
<i>Workers in dress.</i>	
Tailors.....per hour	. 20 to . 24
Do.....per week	9. 73 to 17. 02
Tailors, in factories.....do	9. 73 to 14. 59
Mantlemakers.....do	2. 43 to 6. 07
Milliners.....do	14. 59 to 19. 46
Dressmakers.....do	2. 92 to 6. 07
Needlewomen.....do	2. 92 to 6. 07
Bootmakers:	
Riveting children's boots.....per pair	. 10
Machine-sewing children's and boys'.....do	. 12 to . 18
Riveting boys' boots.....do	. 15 to . 18
Riveting women's boots.....do	. 16 to . 26
Machine-sewing women's boots.....do	. 26
Riveting men's boots.....do	. 22 to . 42
Machine-sewing men's boots.....do	. 34
Making elastics to order, sewn.....do	2. 43
Machinists.....per week	2. 43 to 6. 706

Wages in Melbourne, 1896—Continued.

Description of labor.		Wages.
<i>Workers in dress—Continued.</i>		
Hatters:		
Gossamer trade (silk hats)—		
Bodymakers.....	per dozen..	\$2.43 to \$5.34
Finishers.....	do.....	2.92 to 6.83
Shapers.....	do.....	.97 to 2.92
Crown sewers.....	do.....	.85 to .97
Trimmers.....	do.....	1.46 to 2.19
Felt hat trade—		
Bodymakers.....	per week..	15.89
Blockers.....	do.....	14.50
Finishers.....	do.....	14.50
Shapers.....	do.....	14.53
Binders, females.....	do.....	5.83
Trimmers.....	do.....	4.86
Cutters.....	do.....	12.16
Pressers.....	do.....	6.07 to 9.78
Clothing factories:		
Tailoresses.....	do.....	3.04 to 6.68
Machinists.....	do.....	3.04 to 6.07
Shirtmakers.....	do.....	3.40 to 9.78
Draper's assistants.....	do.....	7.29 to 24.38
<i>Workers in food.</i>		
Bakers:		
Foremen.....	per week..	10.94 to 17.02
Second hands.....	do.....	9.73 to 12.16
Butchers:		
Shopmen.....	do.....	10.94 to 12.16
Slaughtermen.....	do.....	12.16 to 17.02
Boys (with board).....	do.....	4.86 to 7.90
Maltsters.....	do.....	10.21 to 13.38
<i>Workers in animal matters.</i>		
Brush makers.....	per week..	7.29 to 14.59
Curriers.....	do.....	10.21 to 14.59
Tanners.....	do.....	7.29 to 8.75
Beamsmen.....	do.....	9.73 to 10.95
Shedmen.....	do.....	7.29 to 9.73
Fellmongers.....	do.....	6.80 to 9.73
<i>Workers in stone, clay, etc.</i>		
Brickmakers:		
Clay-hole men.....	per 1,000..	.42
Setters.....	do.....	.16
Burners.....	per week..	9.73
Drawers.....	per 1,000..	.16
Potters.....	per hour..	.20 to .34
Quarrymen.....	per day..	1.46 to 1.84
Laborers.....	do.....	1.21 to 1.58
Stonebreakers.....	per cubic yard..	.24 to .73
Tarpavers.....	per day..	1.58
Asphalters.....	do.....	2.43
<i>Workers in mines.</i>		
General managers.....	per week..	14.59 to 48.06
Mining managers.....	do.....	12.16 to 22.19
Engine drivers.....	do.....	10.94 to 14.59
Pitmen.....	do.....	9.73 to 17.02
Foremen of shift.....	do.....	10.94 to 16.05
Miners.....	do.....	9.73 to 12.16
Surface men, laborers.....	do.....	7.29 to 12.16

The average prices of commodities in Melbourne during 1896 are given by the Government statist as follows:

Commodities.	Price.
<i>Agricultural produce.</i>	
Wheat.....	per bushel.. \$1.00 to \$1.46
Barley:	
Malting.....	do..... .73 to 1.15
Cape.....	do..... .64 to .91
oats.....	do..... .48 to .89
Maize.....	do..... .73 to .97
.....	do..... .17 to .38

Commodities.	Price.
<i>Agricultural produce—Continued.</i>	
Hay.....per ton..	\$12. 16 to \$30. 40
Flour.....do..	43. 79 to 72. 99
Bread.....per 4-pound loaf..	.09 to .16
<i>Grazing produce.</i>	
Horses:	
Draft.....each..	34. 06 to 136. 26
Saddle and harness.....do..	24. 33 to 170. 32
Cattle:	
Fat bullocks.....do..	20. 07 to 49. 87
Cows.....do..	15. 80 to 31. 62
Milch cows.....do..	24. 33 to 31. 62
Sheep:	
Crossbreds—	
Fat wethers.....do..	1. 76 to 68. 13
Ewes.....do..	1. 52 to 2. 92
Merinos—	
Fat wethers.....do..	1. 27 to 3. 16
Ewes.....do..	.79 to 2. 31
Lambs, mixed classes.....do..	.79 to 2. 31
Butchers' meat:	
Beef—	
Wholesale.....per 100 pounds..	3. 40 to 6. 32
Retail.....per pound..	.06 to .12
Mutton—	
Carcases.....do..	.02 to .04
Retail.....do..	.08 to .08
Veal—	
Carcases.....do..	.02 to .05
Retail.....do..	.04 to .12
Pork:	
Carcases.....do..	.08 to .08
Retail.....do..	.06 to .12
Lamb, retail.....per quarter..	.24 to .66
<i>Dairy produce.</i>	
Butter, retail.....per pound..	.16 to .30
Cheese, retail.....do..	.12 to .20
Milk, retail.....per quart..	.06 to .10
<i>Farmyard produce.</i>	
Geese.....per couple..	.97 to 2. 43
Ducks.....do..	.60 to 1. 46
Fowls.....do..	.73 to 1. 46
Rabbits.....do..	.12 to .12
Pigeons.....do..	.24 to .48
Turkeys.....each..	1. 21 to 4. 86
Sucking pigs.....do..	1. 21 to 2. 43
Bacon.....per pound..	.14 to .18
Ham.....do..	.18 to .24
Eggs.....per dozen..	.12 to .42
<i>Garden produce.</i>	
Potatoes:	
Wholesale.....per ton..	7. 29 to 36. 49
Retail.....per cwt..	.48 to 1. 94
Onions, dried.....do..	.73 to 3. 40
Carrots.....per dozen bunches..	.06 to .24
Turnips.....do..	.06 to .18
Radishes.....do..	.06 to .10
Cabbages.....per dozen..	.12 to .60
Caniflowers.....do..	.24 to 1. 21
Lettuces.....do..	.06 to .18
Green peas.....per pound..	.02 to .06
<i>Miscellaneous articles.</i>	
Tea (duty paid).....per pound..	.12 to .40
Coffee (duty paid).....do..	.24 to .36
Sugar (duty paid).....per ton..	92. 46 to 114. 35
Rice (duty paid).....do..	82. 73 to 97. 83
Tobacco:	
Imported, manufactured, in bond.....per pound..	.30 to .60
Colonial (duty paid).....do..	.54 to .97
Soap, colonial.....per ton..	42. 58 to 116. 79
Candles, sperm.....per pound..	.10 to .17
Salt.....per ton..	15. 19 to 26. 78
Coals.....do..	3. 89 to 4. 86
Firewood.....do..	2. 19 to 3. 28
<i>Wines, spirits, etc.</i>	
Ale (duty paid).....per hogshead..	24. 33 to 34. 06
Do.....quarts, per dozen..	1. 94 to 2. 55
Stout (duty paid).....per hogshead..	24. 33 to 34. 06

Wages in Melbourne, 1896—Continued.

Description of labor.	Wages.
<i>Wines, spirits, etc.—Continued.</i>	
Stout (duty paid).....quarts, per dozen	\$2.12 to \$2.55
Brandy, in bulk (in bond).....per gallon	.73 to 3.40
Rum, in bulk (in bond).....do.	.48 to 1.58
Whisky, in bulk (in bond).....do.	.60 to 2.92
Port wine (in bond).....per pipe	97.33 to 583.96
Sherry (in bond).....per butt.	107.06 to 583.98
Claret, etc (in bond).....per dozen	3.89 to 21.89
Champagne (in bond).....do.	10.94 to 24.33

EXCHANGE.

The present rates of exchange on London are:

	Buying.	Selling.
Demand	Par	27s. 6d. (\$6.56) premium.
30 days' sight	Par	22s. 6d. (\$5.46) premium.
60 days' sight	2s. 6d. (60 cents) discount.	17s. 6d. (\$4.25) premium.
90 days' sight	10s. (\$2.43) discount.	15s. (\$3.65) premium.

DANIEL W. MARATTA,
Consul-General.

MELBOURNE, *July 25, 1897.*

The following return of the imports from the United States into Victoria during the six months ended June 30, 1897, was received from the custom-house too late for insertion in the report, and is therefore attached:

Imports from the United States during six months ended June 30, 1897.

Articles.	Value.	Articles.	Value.
Apparel	\$2,150.00	Coffee, raw	\$3,625.54
Arms and ammunition	3,464.94	Combs	34.08
Artists' materials	19.46	Confectionery	253.05
Axles	4,348.45	Cordage	6,102.58
Axle boxes	9.73	Corks, cut	53.53
Blacking	4,827.56	Cotton piece goods	4,990.56
Books	598.57	Cotton articles	545.04
Boots and shoes	1,747.06	Cotton waste and wick	514.17
Bottles	583.98	Cutlery	963.56
Boxes, cardboard	141.12	Drugs	4,063.52
Brass ware	209.25	Dyes	394.18
Bricks, fire	34.08	Electric-light fittings	102.19
Broom-corn millet	4,822.70	Engines	321.18
Brush ware	1,090.09	Essences and essential oils	510.98
Canes and rattans	19.46	Fancy goods	2,978.29
Canvas	301.72	Firewood	141.12
Cards, playing	2,638.77	Fish, preserved	11,431.40
Carpeting	1,270.15	Fruits	2,092.58
Carriages:		Furniture	7,105.00
Carts, etc	939.28	Glassware	9,632.51
Perambulators	1,202.02	Glue, liquid	155.72
Bicycles	24,872.68	Goods, miscellaneous	2,599.84
Bicycle parts	2,209.39	Government stores	2,042.79
Carriage materials:		Grain, barley	65,261.88
Sets of wheels	827.30	Grease	4,065.59
Poles	214.12	Grindery	10,935.02
Shafts and bars	2,944.23	Gum	1,068.40
Cement	744.87	Haberdashery	2,384.21
China ware	14.50	Hair	2,389.17
Clocks	8,307.49	Hardware	69,128.36
Cocoa, raw	1,187.42	Hats and caps	62.26

Imports from the United States during six months ended June 30, 1897—Continued.

Articles.	Value.	Articles.	Value.
Hosiery.....	\$622.91	Plaster of paris.....	\$1,878.48
Implements.....	44,041.82	Plated ware.....	4,812.96
India-rubber goods.....	1,206.89	Printing materials.....	2,258.05
Ink.....	2,180.19	Rags.....	175.19
Instruments:		Resin.....	6,109.65
Musical.....	4,267.90	Rugs.....	155.72
Scientific.....	6,258.31	Saddlery.....	1,172.82
Iron:		Saddlers' ironmongery.....	214.12
Bolts and nuts.....	326.05	Sausage skins.....	4,574.51
Castings.....	24.33	Seeds.....	4,238.72
Pipes.....	262.79	Soap.....	3,250.81
Wire.....	40,810.46	Spirits.....	8,560.16
Lamps.....	21,835.78	Stationery.....	9,012.75
Lamp ware.....	574.24	Steel.....	725.10
Leather.....	18,434.27	Stones, grind.....	58.89
Machinery.....	71,610.87	Slates.....	13,079.72
Machine tools.....	6,209.65	Sugar, glucose.....	7,718.28
Maisena.....	18,979.35	Timber.....	200,704.15
Manufactures of metals.....	12,365.77	Tinware.....	14.59
Meats.....	2,676.57	Tobacco.....	44,776.65
Medicines, patent.....	12,813.49	Tools and utensils.....	40,307.16
Medicinal herbs.....	102.19	Turnery.....	38.98
Metal ware.....	798.10	Turpentine.....	15,916.32
Nails.....	3,820.20	Twine and lines.....	9.78
Naphtha.....	321.18	Varnish.....	715.87
Oars, ash.....	38.98	Watches.....	243.39
Oil.....	471,217.12	Wax.....	6,788.75
Oilmen's stores.....	6,008.70	Wooden ware.....	32,907.27
Paints.....	2,276.66	Wooden ware for vehicles.....	18,192.88
Paper.....	89,300.28	Zinc sheet.....	141.12
Perfumery.....	243.32		
Personal effects.....	221.99	Total.....	1,479,055.87
Photographic goods.....	218.99		

VALUE OF EXPORTS DECLARED FOR THE UNITED STATES AT THE SEVERAL CONSULAR OFFICES IN AUSTRALASIA DURING THE YEAR ENDED JUNE 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
NEW SOUTH WALES.					
NEWCASTLE.					
Coal.....	\$144,908.07	\$98,861.61	\$56,617.40	\$155,541.92	\$455,924.00
Coral specimens (Brisbane).....	4,333.09				4,333.09
Eucalyptus oil and extracts (Brisbane).....				160.22	160.22
Hard wood.....		165.12			165.12
Mineral water.....	26.76				26.76
Opals (Brisbane).....	843.07				843.07
Tobacco.....	50.00				50.00
Wine (Brisbane).....			518.39		518.39
Shale.....				410.18	410.18
Total.....	149,660.99	99,026.73	57,135.79	156,112.27	461,935.78
SYDNEY.					
Bullion.....	607,507.54	243,326.00			850,832.54
Coal.....	61,285.73	19,208.00	28,975.32	32,805.00	142,269.05
Hides.....		7,796.00		10,798.92	18,594.92
Returned goods.....	1,719.57	2,073.00	5,700.78	8,884.08	18,377.43
Skins—kangaroo and others.....	184,125.96	110,742.00	67,242.96	77,484.98	439,595.90
Sundries.....	16,358.89	7,808.00	5,462.64	4,788.50	34,453.08
Tin.....	110,606.53	47,750.00	28,158.84	40,719.90	227,235.27
Wool.....		709,851.00	107,551.80		817,402.80
Total.....	981,604.22	1,148,633.00	243,092.34	175,481.38	2,548,760.94
NEW ZEALAND.					
AUCKLAND.					
Books.....			108.00		108.00
Coffee.....		208.00	458.00		666.00
Flax.....	4,662.00	7,084.00			11,746.00

Value of exports declared for the United States, etc.—Continued.

Articles.	Quarter ending—				Total
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
NEW ZEALAND—Continued.					
AUCKLAND—continued.					
Gold bullion		\$243,721.00		\$891.00	\$243,721.00
Grass seed					891.00
Gum (Kauri)	\$794,892.00	192,157.00	\$102,762.00	16,834.00	1,106,695.00
Hides, dry and salted	2,104.00	1,648.00		150.00	3,872.00
Onions				1,100.00	1,100.00
Pelts				684.00	684.00
Sheep casings				81.00	81.00
Tree seed				102.00	102.00
Total	801,658.00	444,818.00	103,328.00	19,862.00	1,369,696.00
CHRISTCHURCH.					
Bicycle			5.00		5.00
Gut (racquet)				973.30	973.30
Roans or pelts		1,094.96			1,094.96
Sheep casings	15,903.69	13,431.54	18,597.98	18,018.00	5,951.21
Total	15,903.69	14,526.50	18,602.98	18,991.30	8,024.47
WELLINGTON.					
Books (printed)	782.28				782.28
Glycerin			1,491.42	500.56	1,991.98
Pelts				396.13	396.13
Hemp, No. 2		19,080.32	1,542.19		20,622.51
Sheep casings	17,462.80	8,114.18	45,987.40	37,764.38	109,328.76
Total	18,245.08	27,194.50	49,021.01	38,661.07	133,121.66
DUNEDIN.					
Coal (screened)					5,102.00
Eyelets					206.00
Crude glycerin					403.00
Manufactured wool mats					91.00
Cocksfoot seed					502.00
Perennial rye-grass seed					187.00
Salted sheep pelts					6,473.00
Rabbit skins					2,583.00
Sheepskins					23,879.00
Greasy wool					4,084.00
Total					43,509.00
QUEENSLAND.					
BRISBANE.					
Coral specimens	4,333.19				4,333.19
Eucalyptus oil and extract				160.22	160.22
Opals	348.07				348.07
Wine			518.39		518.39
Total	4,681.26		518.39	160.22	5,359.87
VICTORIA.					
MELBOURNE.					
Arsenic				817.09	817.09
Books	1,207.12			1,377.16	2,584.28
Oil (eucalyptus)	155.63			262.26	417.89
Opal	376.62				376.62
Returned goods	5,542.90		1,511.38	968.89	8,013.17
Sausage casings		1,802.99	3,415.19		5,218.18
Skins, kangaroo, etc	4,940.95	2,979.06			7,920.01
Wool		2,365,778.25	191,155.06		2,456,933.31
Other	507.57	8,664.11	7,942.26	572.26	12,686.20
Total	12,730.78	2,274,224.41	204,023.89	3,987.06	2,494,966.74

Value of exports declared for the United States, etc.—Continued.

RECAPITULATION.

Articles.	Year ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
New South Wales:					
Newcastle.....	\$149,686.99	\$99,026.73	\$57,135.79	\$156,112.27	\$461,935.78
Sydney.....	981,604.22	1,148,683.00	243,092.34	175,431.88	2,548,790.94
Total.....	1,131,291.21	1,247,650.73	300,228.13	331,543.65	3,010,695.72
New Zealand:					
Auckland.....	801,658.00	444,818.00	103,328.00	19,862.00	1,369,666.00
Christchurch.....	15,903.69	14,526.50	18,602.98	18,991.30	68,024.47
Dunedin.....	3,696.00	5,102.00	10,783.00	23,928.00	43,509.00
Wellington.....	18,245.08	27,194.50	49,021.01	38,661.07	133,121.66
Total.....	839,502.77	491,641.00	181,734.99	101,442.37	1,614,321.13
Queensland:					
Brisbane.....	4,681.26		518.39	160.22	5,359.87
South Australia:					
Adelaide.....			3,537.77	202.80	3,730.57
Victoria:					
Melbourne.....	12,730.78	2,274,224.41	204,023.89	3,987.66	2,494,966.74
Total for Australasia ...	1,968,180.02	4,013,525.14	690,033.17	437,336.70	7,129,075.03

POLYNESIA.

HAWAIIAN ISLANDS.*

GENERAL INFORMATION.

The Hawaiian Islands are situated in the North Pacific Ocean, and lie between longitudes $154^{\circ} 40'$ and $160^{\circ} 30'$ west, and latitudes $22^{\circ} 16'$ and $18^{\circ} 55'$ north. While the islands are within the tropics, yet they possess a climate agreeable and healthful, because of the northeast trade winds which prevail for about eight months in each year.

The rainfall varies according to the side of the islands, being greatest on the windward side.

The temperature also varies according to the elevation, it being possible to get freezing weather on the top of the mountains of Hawaii.

AREA.

The islands, eight in number, contain 6,740 square miles.

TELEPHONES.

There is no interisland communication by wire. The islands of Oahu, Kauai, and Hawaii have telephones to every accessible point. The rent of the instrument is quite moderate—\$30 per year in Honolulu.

INTERISLAND COMMUNICATION.

Communication is by steamers. Some seventeen are constantly plying between points on the different islands, making weekly trips to Honolulu.

POSTAL FACILITIES.

There is a regular postal system, and on the arrival of a steamer at Honolulu, the mail is sent to the different islands and into the interior by mail carriers.

The Hawaiian Islands belong to the Postal Union, and money orders can be obtained on the United States, Canada, Great Britain, Germany, Norway and Sweden, Denmark, the Netherlands, Portugal, Hongkong, and Australia. The rates of postage, foreign and domestic, are as follows:

* By act of Congress approved July 7, 1898, the Hawaiian Islands were annexed to the United States.

RATES OF POSTAGE.

Domestic:	Cents.
Letters to any part of the Republic, for each one-half ounce.....	2
Drop, or city letters, or printed circulars, per one-half ounce or fraction .	1
Unsealed printed circulars, to any part of the Republic, per 4 ounces or fractions thereof.....	1
Newspapers, printed in the Republic and sent from the office of publication to subscribers residing in the Republic.....	Free.
Books, cards, photographs, etc., for each ounce.....	1
Merchandise, samples of all kinds, for each ounce.....	1
Newspapers, pamphlets, almanacs, calendars, handbills, magazines, maps, occasional and other publications (not bound), for each 4 ounces or fraction thereof.....	1
Registry fee, in addition to above charges.....	10
Rates of foreign postage:	
To United States, Canada, Mexico and colonies, letters, each one-half ounce or fraction.....	5
Postal cards, each.....	2
Commercial papers, each 2 ounces or fraction (with a minimum charge of 5 cents).....	2
Books, each 2 ounces.....	1
Photographs, each 2 ounces.....	1
Newspapers, each 2 ounces.....	1
Registration fee, in addition to above charges.....	10
Registration fee, with return receipts, in addition to above charges.....	15
Other countries of Postal Union:	
Letters, each one-half ounce.....	5
Postal cards, each.....	2
Newspapers, each 2 ounces or fraction.....	2
Photographs, each 2 ounces or fraction.....	2
Samples (limit of weight 12 ounces, limit of size 12 by 8 by 4), each 2 ounces.....	2
Registration fee, in addition to above charges.....	10
Registration fee, with return receipts, in addition to above charges.....	15
Parcels post:	
United States of America, per pound.....	12
Canada, per pound.....	20
United Kingdom, per pound.....	25
Australia, per pound.....	25

For New Zealand and other countries, inquire at parcel post department, where full particulars as to size, limit of weight, etc., will be given.

HAWAIIAN NEEDS.

At present, Hawaii has to import almost everything she uses, having been heretofore entirely taken up with the raising of sugar, the entire crop of which goes to the United States. The United States in 1896 took 99.64 per cent of her exports and sold her 76.27 of all imports. The desire is that everything should come from the United States, and it is believed by a great number that should the islands be annexed, over 95 per cent of all the imports would be the growth, product, or manufacture of the United States. The reason more goods are not bought from us is because the tariff averages only 10 per cent, which is not discrimination enough on some articles.

If the American tariff were in force here, about \$500,000 worth of imports which are now by law free and which are bought in countries other than the United States would be bought from us. Fertilizers and coal alone, which are free, amounted to \$466,319.19 in 1896.

DUTIES ON IMPORTS.

I append a condensed tariff which I have compiled. Judging from the number of letters I receive asking the tariff rates on imports, I feel confident it will prove of interest. To save space, I have taken a

schedule—as, for instance, groceries—and put the rate down as free from the United States and 10 per cent from other countries, and then have enumerated the articles which pay duty from the United States and elsewhere:

Articles.	From United States.	From other countries.
Ale, beer, cider, and porter	20 cents per dozen.	20 cents per dozen.
Animals and birds	Free	10 per cent.
Building materials	do	Do.
Asphaltum, fire clay, window glass, plaster of paris, stone, sand, tiles	10 per cent.	Do.
Clothing, boots and shoes	Free	Do.
Linen collars, collars and cuffs, hats, jackets, ladies' cloaks, oil clothing, rubber clothing, linen shirts, underclothing.	10 per cent.	Do.
Skirts, suits	do	Do.
Coal and coke	Free	Free.
Crockery and glassware	10 per cent.	10 per cent.
Lamp fixtures	Free	Do.
Drugs and medicines	10 per cent.	Do.
Artificial limbs and sponges	Free	Do.
Dry goods	do	Do.
Linens	10 per cent.	Do.
Silks	25 per cent.	25 per cent.
Woolens	Free	10 per cent.
Fancy goods	do	Do.
Beads, bonnets, buttons, binding, collars	10 per cent.	Do.
Feather dusters	do	Do.
Embroidery and feathers	25 per cent.	25 per cent.
Kid gloves	\$3 per dozen	\$3 per dozen.
Silk gloves	25 per cent.	25 per cent.
Gold leaf	10 per cent.	10 per cent.
Hooks and eyes, hoods	do	Do.
Parasols, pins, vells, suspenders, linen thread, trimmings, umbrellas, assorted.	do	Do.
Lace, mitts, sewing silk, silk umbrellas	25 per cent.	25 per cent.
Fish, dry and salt	Free	10 per cent.
Flour	do	Do.
Fruit, fresh	do	Do.
Furniture	do	Do.
Oilcloth	10 per cent.	Do.
Looking-glasses	do	Do.
Grain and feed	Free	Do.
Groceries and provisions	do	Do.
Chocolate, cocoa, condensed milk, glucose, honey, indigo blue, lye, sago, tapioca.	10 per cent.	Do.
Guns, revolvers, and findings	Free	25 per cent.
Caps, cartridges, gunpowder	25 per cent.	Do.
Fuse, blasting powder, giant powder	10 per cent.	10 per cent.
Hardware, agricultural implements and tools	Free	Do.
Glue, lead, stove polish, corks	10 per cent.	Do.
Iron, steel, etc.	Free	Do.
Brass	10 per cent.	Do.
Railroad equipment	Free	Do.
Jewelry	10 to 25 per cent.	10 to 25 per cent.
Leather	Free	10 per cent.
Lumber	do	Do.
Machinery	do	Do.
Coffee machinery	do	Free.
Matches	do	10 per cent.
Musical instruments	do	Do.
Naval stores	do	Do.
Oils	do	Do.
Cocoanut, neats foot, palm	10 per cent.	Do.
Paints	do	Do.
Benzine and turpentine	Free	Do.
Toilet articles	10 to 25 per cent.	10 to 25 per cent.
Toilet soaps	Free	10 per cent.
Saddlery, carts, etc.	do	Do.
Axle grease, harness dressing, saddles	10 per cent.	Do.
Baby carriages, and carriages	25 per cent.	25 per cent.
Sheathing metal	Free	10 per cent.
Shocks and containers	do	Do.
Alcohol	\$10 per gal.	\$10 per gal.
Stationery and books	Free	10 per cent.
Tes	10 per cent.	Do.
Tin and tinware	do	Do.
Cigars:		
American	Free.	
Foreign		\$10 per M.
Cigarettes	Free	25 per cent.
Snuff	do	15 per cent.
Tobacco	do	Do.
Wines under 18 per cent tariff	do	Free.
Mineral waters	10 per cent.	10 per cent.

Articles.	From United States.	From other countries.
Artists' materials.....	Free.....	10 per cent.
Birdseed.....	do.....	Do.
Boxes and cases.....	do.....	Do.
Candy.....	25 per cent.....	25 per cent.
Charcoal.....	Free.....	10 per cent.
Cotton waste.....	do.....	Do.
Curiosities.....	do.....	Do.
Chewing gum.....	10 per cent.....	Do.
Dyes.....	do.....	Do.
Electric and telephone instruments and materials.....	Free.....	Do.
Fertilizers.....	do.....	Free.
Lubricating compound.....	do.....	10 per cent.
Plants and seeds.....	do.....	Do.
Photographic supplies.....	10 per cent.....	Do.
Pipes, tobacco.....	Free.....	25 per cent.
Cigar holders.....	25 per cent.....	Do.
Scientific instruments.....	do.....	Do.
Shoe blacking.....	10 per cent.....	10 per cent.
Trunks.....	Free.....	Do.
Traveling bags.....	do.....	Do.
Tombstones.....	10 per cent.....	Do.
Wicker and wicking.....	Free.....	Do.

CUSTOMS REGULATIONS.

Duties on imports must be paid in cash.

All entries must be expressed in the currency of the United States, reduced from the equivalent values of foreign currencies.

All goods must be accompanied by a consular invoice. In the event of a failure to comply with this requirement, 25 per cent will be added to the amount of the invoice and duties collected on the increased valuation.

Merchandise from the United States, to be entitled to exemption from duties under the provisions of the treaty, must be accompanied by the Hawaiian consular certificate that the articles are the growth, manufacture, or production of the United States. In the event of goods arriving without such certificate, a bond must be given to produce one within six months, upon paying a fee of \$2.

Importers are required, in making entry at the custom-house, to identify each case with its contents.

I am told by the collector-general of customs that they have great difficulty with goods coming from the United States, because our exporters do not properly mark the packages so as to enable the customs inspectors to pass the goods. Failure to properly identify the packages necessitates the opening of the cases to ascertain their contents.

This oversight, I am told, never happens with goods coming from England and Germany. Our exporters must be careful about this, because oftentimes the extra expense and annoyance will be sufficient to induce merchants to place their orders elsewhere.

A new regulation requires importers making entry at the custom-house to file, with their invoices, a receipted bill of lading, covering the number of packages arriving per vessel for which entry is made.

Goods must be invoiced, when purchased, at the foreign price actually paid.

In the case of consigned goods, they must be invoiced at the actual market value; that is, the prices for which they could be purchased in the open market.

Invoices must be made out in full detail, showing the mark and number of each case and the exact contents of each package, and the exact cost or market value of each article, also showing separately the cost of packing, including boxes, carting, drayage, commission, etc., in fact, everything necessary for putting the merchandise in condition to ship.

Invoices must be made out in the currency of the country from which the goods come, reduced in a parallel column to the relative amount in United States gold coin.

All goods free by treaty of reciprocity with the United States require to be entered on custom-house blanks designated "Free by treaty."

All goods subject to duty, on custom-house blanks designated "Dutiable."

All goods intended for entry in bond, on blanks designated "Entry for warehousing."

All goods intended to be transhipped from one vessel to another, and not to be landed for consumption in the Hawaiian Islands, "Transit entry."

All goods intended to be forwarded in bond from port of landing to other ports within the Hawaiian Islands, "Transportation entry."

All goods intended for export for benefited drawbacks, and having been in charge of an officer of the customs continuously since landing, "Outward entry."

Time allowed for discharge of cargo.—Every vessel of not more than 500 tons shall be allowed six days, and every vessel of 500 tons and upward shall be allowed twelve days after entry in which to discharge; but, for all days in excess, the compensation of the officer superintending the landing of the cargo shall be a charge against the vessel. Sundays and holidays shall not be counted in the number of days allowed for discharge at the expense of the Government.

POPULATION.

The total population of all the islands, as found by the census of 1896, is 109,020, distributed on the islands as follows:

Island.	Male.	Female.	Total.
Oahu.....	26,164	14,041	40,205
Hawaii.....	22,632	10,653	33,285
Molokai.....	1,835	973	2,807
Lanai.....	55	54	106
Maui.....	11,435	6,291	17,726
Niihau.....	76	88	164
Kanai.....	10,824	4,404	15,228
Total.....	72,517	36,503	109,020

The following table divides the population by nationalities:

Males and females of all nationalities.

Nationality.	Male.	Female.	Total.
Hawaiian.....	16,399	14,620	31,019
Part Hawaiian.....	4,249	4,236	8,485
American.....	1,975	1,111	3,086
British.....	1,406	844	2,250
German.....	866	566	1,432
French.....	56	45	101
Norwegian.....	216	162	378
Portuguese.....	8,202	6,969	15,171
Japanese.....	19,212	5,195	24,407
Chinese.....	19,167	2,449	21,616
South Sea Islanders.....	321	134	455
Other nationalities.....	448	152	600
Total.....	72,517	36,503	109,020

The following table gives the percentage of nationalities engaged in industrial pursuits. I am induced to insert this table because of the number of inquiries I have received asking for just such information:

Percentage of nationalities engaged in industrial pursuits.

Nationality.	Total male population over 15 years.	Laborers.	Ranchers and agriculturists.	Fishers.	Mariners.	Mechanics.
Hawaiian.....	11,250	24.51	38.02	7.75	2.84	4.56
Part Hawaiian.....	1,731	20.12	18.58	2.19	1.38	14.17
American.....	1,621	3.64	6.85	.06	12.71	17.89
British.....	1,120	5.89	9.01	.....	4.64	23.06
German.....	605	28.34	8.59	.....	2.64	18.67
French.....	48	16.66	6.25	.....	14.58	20.83
Norwegian.....	142	13.88	10.57	.....	11.37	24.65
Portuguese.....	4,187	72.51	9.36	.24	.22	6.14
Japanese.....	17,980	80.10	8.51	.50	.10	1.45
Chinese.....	17,445	62.61	12.14	1.69	.09	1.26
South Sea Islanders.....	297	57.58	7.08	2.36	5.73	1.01
Other nationalities.....	372	22.85	11.29	8.50	15.06	14.26

Nationality.	Drivers and team- sters.	Merchants and traders.	Clerks and sales- men.	Profes- sions.	Other oc- cupations.	Total with oc- cupations.
Hawaiian	1.48	0.32	1.19	1.17	4.95	81.79
Part Hawaiian	2.43	1.45	8.44	3.12	12.02	78.85
American	2.54	7.10	15.11	12.10	16.84	94.84
British	1.87	9.01	16.61	7.23	15.92	93.84
German	3.30	5.28	11.23	3.13	20.82	100.00
French	4.16	4.16	6.25	23.91	12.50	100.00
Norwegian	3.52	2.81	5.63	-----	14.79	86.32
Portuguese	2.25	2.03	1.89	.71	3.20	98.55
Japanese .....	.25	1.31	.88	.48	2.89	91.48
Chinese .....	.60	4.70	1.68	1.80	8.65	95.22
South Sea Islanders .....	.67	.34	-----	.34	2.35	77.45
Other nationalities	1.34	4.30	4.57	4.03	16.40	97.59

Nothing will better show the economic condition of the country at large, and of the various races in particular, than the following table, giving the owners of live stock according to nationality.

Nationality.	Cattle.	Horses.	Mules.	Don- keys.	Work- ing oxen.	Sheep.	Pigs.	Goats.	Cows.
Hawaiian	3,951	12,129	878	1,093	508	166	3,662	1,469	833
Part Hawaiian	7,717	3,699	350	173	508	45	1,420	685	617
American	7,155	1,704	292	66	692	26,099	925	5,070	817
British	11,943	1,930	865	17	315	24,854	613	17	2,260
German	1,173	674	148	68	22	12	335	13	377
French	20	72	10	5	-----	-----	67	-----	2
Norwegian	219	181	5	16	13	-----	74	10	19
Portuguese	4,084	2,187	106	123	254	12	1,921	529	1,022
Japanese	34	1,461	55	193	13	6	1,663	16	76
Chinese	1,162	3,253	254	431	889	43	7,632	5	84
South Sea Islanders	70	64	5	3	16	2	24	3	2
All others	1,064	288	6	64	6	-----	60	7	110
Total	38,612	27,612	2,474	2,852	3,247	50,709	18,396	7,824	6,290

EXPORTS AND IMPORTS.

During the six months ended June 30 of this year, there was a considerable decrease in the exports as compared with the same period of 1896, while the imports increased over \$750,000.

The total exports for the first six months of 1897 were \$11,282,571.83, while for the first six months of 1896, they amounted to \$12,258,574.03, showing a decrease of \$976,002.20.

The total value of the imports for the six months was \$3,908,489.25, and for the same period of the previous year, \$3,115,826.69, an increase of \$792,662.56. The increase came almost entirely from the United States, as will be seen from the following tables.

Considering imports and exports for fractions of a year is not satisfactory, for the reason that a country may have one great product which is all exported in a few months, while her imports cover the whole year. This is the case with Hawaii.

From the above figures, it would appear that Hawaii exported three times as much as she imported. This is not the fact, as will appear by a reference to last year's figures, which show her exports to be about double her imports.

Exports for the first six months of 1896 and 1897.

Whither exported.	6 months ended June 30—		Increase.	Decrease.
	1896.	1897.		
United States.....	\$12,233,291.82	\$11,260,705.87		\$972,585.95
Australia and New Zealand	7,384.60	8,070.50	\$685.90	
Canada	15,938.61	12,922.76		3,015.85
China.....	1,959.00			1,959.00
Pacific islands		872.70	872.70	
Total	12,258,574.03	11,282,571.83	1,558.60	977,580.80

Net decrease, \$976,002.20.

Imports for the first six months of 1896 and 1897.

Whence imported.	6 months ended June 30—		Increase.	Decrease.
	1896.	1897.		
United States.....	\$2,303,176.42	\$3,068,380.92	\$755,204.50	
Great Britain	392,063.72	351,381.52		\$40,682.20
Germany	81,123.74	52,878.70	21,755.96	
China.....	144,447.69	102,278.91		42,178.78
Japan.....	122,211.85	159,555.45	\$1,343.60	
Australia and New Zealand	62,028.08	75,975.73	13,952.70	
Canada	20,085.03	16,179.93		3,905.10
Pacific islands	4,391.91	3,903.16		1,388.75
France.....	5,929.36	18,395.70	12,466.34	
Other countries.....	24,388.34	70,474.23	46,085.89	
Total	3,115,836.50	3,908,439.25	890,798.99	83,136.43

Net increase, \$792,602.56.

The following tables may be interesting as showing the exports from the Hawaiian Islands. The tables give the articles, quantity, value, and the countries to which the articles are exported.

Quantity and value of exports of the Hawaiian Islands to all ports, for the six months ended June 30, 1897.

Articles.	United States.				Australia and New Zealand.	
	Pacific ports.		Atlantic ports.			
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar.....pounds.	230,350,296	\$6,698,595.37	145,612,711	\$4,322,757.37		
Rice.....do.....	2,168,600	87,378.30				
Coffee.....do.....	218,489	31,756.52			8,975	\$2,151.00
Bananas.....bunches..	43,457	43,334.50				
Wool.....bales.....	24					
Do.....pounds.....	10,024	851.44				
Hides.....bundles....	1,170					
Do.....pieces.....	10,863	40,119.39				
Pineapples.....do.....	64,874	7,429.79			1,150	100.00
Goat skins.....do.....	3,163	930.00				
Sheep skins.....do.....	4,914	1,140.45				
Molasses.....gallons..	21,040	1,052.00				
Betel leaves.....boxes..	70	850.00				
Taro flour.....do.....		250.00				
Watermelons.....pieces..	75	20.00				
Plants and seeds.....do.....		1,077.90				5.00
Sundry fruit.....do.....		442.00				
Bones and horns.....pounds..	81,613	306.00				
Curios.....do.....		80.00				20.00
Canned fruits.....do.....	60	102.00				
Sundries.....do.....		555.16				725.20
Foreign.....do.....		22,186.77		41.00		4,582.30
Honey.....do.....					11,700	473.00
Total.....		6,987,907.50		4,322,798.37		8,070.50

Quantity and value of exports of the Hawaiian Islands to all ports, etc.—Continued.

Articles.	Islands of the Pacific.		Canada.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar.....pounds.....					375,963,007	\$11,021,852.74
Rice.....do.....					2,168,000	87,878.80
Coffee.....do.....			11,754	\$2,214.88	239,218	86,121.90
Bananas.....bunches.....	12	\$6.00	689	722.00	44,158	44,062.50
Wool.....bales.....					24	
Do.....pounds.....			44,480	3,568.40	54,504	4,406.84
Hides.....bundles.....					1,170	
Do.....pieces.....					10,868	40,119.39
Pineapples.....do.....			15,752	1,441.28	81,776	8,970.98
Goat skins.....do.....					2,163	930.00
Sheep skins.....do.....					4,914	1,140.45
Molasses.....gallons.....			750	98.00	21,790	1,145.00
Betel leaves.....boxes.....					70	350.00
Taro flour.....						250.00
Watermelons.....pieces.....					75	20.00
Plants and seeds.....						1,082.90
Sundry fruit.....						442.00
Bones and horns.pounds.....					81,613	806.00
Curios.....				66.00		116.00
Canned fruits.....dozens.....					60	102.00
Sundries.....		6.00		30.00		1,329.36
Foreign.....		860.70		4,797.70		32,469.47
Honey.....					11,760	473.00
Total.....		872.70		12,922.76		11,282,571.88

Percentage of exports by countries.

	Per cent.
United States:	
Pacific ports.....	61.49
Atlantic ports.....	38.31
Australia and New Zealand.....	.07
Canada.....	.11

The following table shows the value of merchandise imported, where from, and amount paying duties or entering free by treaty with the United States. It will be noticed that over half the imports come in free under the treaty.

Value of merchandise imported at all ports of the Hawaiian Islands, and countries of origin during the six months ended June 30, 1897.

Country from which imported.	Goods free by treaty.	Paying duty.		Bonded.	
		Goods.	Spirits.	Goods.	Spirits.
United States:					
Pacific ports.....	\$1,878,499.17	\$291,448.14	\$31,536.96	\$1,776.65	\$13,498.38
Atlantic ports.....	145,831.64	9,211.42		41.04	
Great Britain.....		323,736.62	701.58	90.01	6,854.14
Germany.....		44,274.84	2,922.65	1.93	3,384.66
China.....		96,638.32	141.59	1,215.80	3,683.53
Japan.....		97,056.23	43,493.73	3,103.19	1,410.45
Australia and New Zealand.....		10,995.23		2.29	206.97
Canada.....		5,118.98	36.90	15.20	1,748.90
Pacific Islands.....		199.91			
France.....		8,321.01	42.50		2,954.55
Other countries.....		13,557.64	1,106.49	19,956.62	54.28
Total.....	2,024,330.81	900,553.49	79,961.40	26,202.78	33,745.81

Value of merchandise imported at all ports of the Hawaiian Islands, etc.—Continued.

Country from which imported.	Free by civil code.		Total.	Per cent.
	Goods.	Spirits.		
United States:				
Pacific ports.....	\$651,843.73	\$34,194.54	\$2,902,792.57	74.27
Atlantic ports.....	488.25	16.00	155,588.35	3.98
Great Britain.....	19,999.17	.....	351,381.52	8.99
Germany.....	1,538.08	757.04	52,878.70	1.35
China.....	644.17	.....	102,278.91	2.62
Japan.....	14,496.75	5.00	159,555.45	4.08
Australia and New Zealand.....	64,771.14	.....	75,975.73	1.94
Canada.....	9,260.00	.....	16,179.93	.42
Pacific Islands.....	2,803.25	.....	3,003.16	.08
France.....	1,028.96	6,038.68	18,385.70	.47
Other countries.....	35,800.20	.....	70,474.23	1.80
Total.....	802,663.75	41,011.26	3,908,489.25	100.00

The above table includes specie (\$423,550) imported for the last six months by civil code, all of which is from the United States.

The total value of exports to the United States, according to the records of this consulate-general, were \$11,294,034.89, and for the same period in 1896, \$12,205,778.55, while the Hawaiian custom-house figures give the values of said exports for the same periods as \$11,282,571.83 and \$12,258,574.03, respectively. This discrepancy is explained by the fact that the total value of invoices presented at this office for certification includes commissions and insurance, whereas the Hawaiian custom-house, in stating values, deduct all charges.

Declared value of exports from the district of Honolulu and the agencies connected to the United States during the six months ended June 30, 1896, and also for the six months ended June 30, 1897.

FROM HONOLULU.

Articles.	Six months ended June 30—		Increase.	Decrease.
	1896.	1897.		
Awa root.....	\$396.42	.....	.....	\$396.42
Bananas.....	49,601.48	\$28,426.70	.....	21,174.78
Betel leaves.....	268.80	292.57	\$23.77	.....
Coffee.....	26,644.42	23,852.28	.....	2,792.14
Hides and skins.....	31,381.00	40,080.80	8,699.80	.....
Household goods.....	3,600.75	2,399.00	.....	1,201.75
Returned American goods—				
Empty beer kegs.....	5,817.30	6,071.50	254.20	.....
Empty bottles.....	435.42	291.75	.....	143.67
Miscellaneous.....	10,294.24	3,365.32	.....	6,928.92
Whisky.....	2,266.20	1,459.85	.....	806.35
Pineapples.....	4,186.07	5,703.27	1,567.20	.....
Rice.....	68,912.89	77,681.56	8,778.67	.....
Sugar.....	8,542,781.64	7,478,517.45	.....	1,064,264.19
Sundries.....	1,810.40	723.00	.....	1,087.40
Wool.....	179.37	773.06	593.69	.....
Total.....	8,748,526.40	7,669,647.61	.....	.....

Total decrease in 1897, \$1,078,878.79.

FROM HILO AGENCY.

Awa root.....	\$124.50	.....	.....	\$124.50
Coffee.....	276.28	\$934.55	\$658.27	.....
Hides and skins.....	1,014.78	1,382.98	368.20	.....
Returned American goods.....	94.50	1,623.00	1,528.50	.....
Sugar.....	1,499,457.00	1,609,733.99	110,276.99	.....
Total.....	1,500,967.06	1,613,681.52	.....	.....

Total increase in 1897, \$112,714.46.

Declared value of exports from the district of Honolulu, etc.—Continued.

FROM KAHULUI AGENCY.

Articles.	Six months ended June 30—		Increase.	Decrease.
	1896.	1897.		
Hides and skins	\$1, 032. 00	\$398. 61		\$633. 99
Household goods		187. 53	\$187. 53	
Molasses	378. 00	1, 136. 50	758. 50	
Returned American goods	1, 294. 40	1, 621. 22	326. 82	
Sugar	1, 347, 120. 14	1, 345, 568. 95		1, 551. 19
Total	1, 349, 824. 54	1, 348, 912. 81		

Total decrease in 1897, \$911.78.

FROM MAHUKONA AGENCY.

Hides and skins	\$1, 564. 01	\$1, 152. 13		\$411. 88
Coffee		1, 797. 36	\$1, 797. 36	
Sundries	43. 94			43. 94
Sugar	604, 852. 80	658, 843. 43	53, 990. 63	
Total	606, 460. 55	661, 792. 95		

Total increase in 1897, \$55,832.40.

Total amount of exports from the Hawaiian Islands during 6 months ended—

June 30, 1896.....	\$12, 205, 778. 55
June 30, 1897.....	11, 294, 034. 89

Total decrease in 1897..... 911, 743. 66

CUSTOMS RECEIPTS.

The Government received a revenue of \$342,822.32 from customs, as will appear by the following table:

Customs receipts for six months ended June 30, 1897.

Source.	Receipts.	Source.	Receipts.
Import duties:		Storage.....	\$3, 587. 90
Goods	\$121, 146. 94	Pilotage	17, 070. 45
Goods, bonded	15, 584. 39	Wharfage	20, 158. 25
Spirits	39, 297. 47	Towage	10, 208. 55
Spirits, bonded	87, 724. 52	Customs guards	822. 50
Blanks	10, 434. 00	Labor	118. 18
Fees	3, 228. 24	Realizations	34. 63
Lights	864. 25	Import duties goods appraised	792. 35
Buoys	890. 00	Harbor masters' fees	1, 656. 50
Hospital fund	7, 391. 50	Appraisers	219. 59
Regiatry	746. 17		
Coasting license	1, 547. 33	Total	342, 822. 32
Fines and forfeitures	287. 00		

SUGAR.

Sugar being the great staple of these islands, and the whole production going to the United States, it seems proper to consider it independently of other exports.

The total amount shipped during the first six months of this year was 186,517 tons, valued at \$11,093,516.82. Of this amount, 70,503 tons, valued at \$4,235,613.85, went to New York, consigned to the American Sugar Refining Company, and 116,014 tons, valued at \$6,857,902.97, went to San Francisco.

One hundred and forty-six vessels were employed, of which 123, or 84 per cent, were American, carrying 143,270 tons.

Amount of sugar shipped from the Hawaiian Islands from January 1 to June 30, 1897.

From whence shipped.	To New York.	To San Francisco.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Kahului.....	14, 671, 387	23, 967, 601	43, 638, 988
Mahukona.....		22, 976, 550	22, 976, 550
Hilo.....	15, 897, 821	39, 482, 113	55, 379, 934
Honolulu.....	110, 437, 950	140, 602, 431	251, 040, 381
Total.....	141, 007, 168	222, 028, 695	373, 035, 863
Total tons.....	70, 503	116, 014	186, 517

Value of above.

From whence shipped.	Value to New York.	Value to San Francisco.	Total.
Kahului.....	\$439, 673. 89	\$906, 748. 06	\$1, 346, 421. 95
Mahukona.....		658, 843. 43	658, 843. 43
Hilo.....	472, 050. 71	1, 137, 883. 28	1, 609, 933. 99
Honolulu.....	3, 323, 889. 25	4, 154, 628. 20	7, 478, 517. 45
Total.....	4, 235, 613. 85	6, 857, 902. 97	11, 093, 516. 82

Number and nationality of vessels.

American.....	123
Hawaiian.....	13
British.....	5
German.....	5

LIQUORS WITHDRAWN FOR CONSUMPTION DURING THE FIRST SIX MONTHS OF 1897.

There were withdrawn from bond during the first half of this year 362,243 gallons of all kinds of liquors, wines, and beers, or $3\frac{1}{2}$ gallons for each man, woman, and child on the islands. It is interesting to speculate upon the amount of alcoholic drinking of the different races. One hundred and fifty-one thousand seven hundred and thirty-two gallons of Japanese sake were withdrawn. This, if all was consumed by the Japanese, would amount to $6\frac{1}{2}$ gallons for each man, woman, and child. Nine thousand two hundred and thirty gallons of Chinese sam shoo were withdrawn, or only $3\frac{1}{2}$ pints per capita for the Chinese. If the Chinese confine their drinking to their native liquor, this would indicate that they were the most temperate people on the islands, as the average for the remaining people would be $3\frac{1}{2}$ gallons.

The great amount of Japanese sake withdrawn from bond can probably be accounted for by the fact that the duty since July 1 is 9 per cent to 14 per cent, 60 cents per gallon; above 14 per cent to 21 per cent, \$1 per gallon, which is higher than formerly.

California contributed 84,549 gallons of wine, while Europe sent only 1,463 gallons, which include all the champagne, some of which was American.

The following shows the intoxicating beverages withdrawn for consumption:

Character.	Quantity.	Character.	Quantity.
WINES.		ALCOHOLIC LIQUORS—continued.	
Champagne .....cases..	302	Gin .....gallons..	7,067.37
California .....do.....	506	Rum .....do.....	79.43
Do .....gallons..	83,081	Sam shoo (China) .....do.....	7,623.98
Chinese .....do.....	1,607.80	Whisky .....do.....	5,992.45
European .....cases..	155	MALT LIQUORS.	
Do .....gallons..	92	Beer .....dozen quarts..	14,877
Sake (Japanese).....do.....	143,332	Do .....dozen pints..	4,132
Do .....dozen quarts..	2,800	Do .....gallons..	47,835
ALCOHOLIC LIQUORS.		Porter .....dozen quarts..	120
Alcohol .....gallons..	972.50	Do .....dozen pints..	280
Brandy .....do.....	1,927.89	Sundries .....gallons..	44
Bitters and cordials.....do.....	230.84		

SHIPPING.

One hundred and eighty-one vessels entered the port of Honolulu during the first six months of this year, with an aggregate tonnage of 251,992. The United States, as usual, led all other countries both in number of vessels (111) and amount of tonnage (127,018).

One hundred and two vessels, with an aggregate tonnage of 126,419, came from American ports. The commerce of these Islands is decidedly with the United States, 61 per cent of all the vessels being American and 56 per cent of all the vessels coming from American ports.

It may be mentioned that among the vessels classed as British are several owned or chartered by the Pacific Mail Steamship Company, but under the English flag.

I give here a table showing the ports from which the vessels cleared for this port, their nationality, and tonnage.

Vessels entered at the port of Honolulu during the six months ended June 30, 1897.

Nationality and from whence.	Number.	Tonnage.
United States:		
Pacific ports—		
American.....	77	84,264
British.....	13	28,467
Hawaiian.....	8	7,714
Japanese.....	1	2,819
Italian.....	1	1,098
Atlantic ports—		
American.....	1	901
Hawaiian.....	1	1,156
Total	102	126,419
British ports:		
Victoria and Vancouver—		
British.....	7	14,108
Hawaiian.....	1	678
Australia—		
American.....	22	23,602
British.....	10	18,424
German.....	1	978
Norwegian.....	2	2,603
Nicaragua.....	1	447
Hawaiian.....	3	4,310
England—		
British.....	1	860
German.....	1	1,198
Total	49	67,208

Vessels entered at the port of Honolulu during the six months ended June 30, 1897—Cont'd.

Nationality and from whence.	Number.	Tonnage.
Japan and China:		
American.....	8	17,751
British.....	13	31,700
Japanese.....	5	7,368
Total	26	56,819
Pacific Islands:		
American.....	2	430
South America:		
American.....	1	70
Mexico:		
Hawaiian.....	1	986
Total	2	1,056

One hundred and seventy-five vessels cleared from this port during the first six months. Of these, 112 were American, 39 British, 13 Hawaiian, 5 Japanese, 2 German, 2 Norwegian, and 1 each Italian and Nicaraguan.

The total tonnage was 245,583, of which the American was 134,181, or 54 per cent, the British coming next with 83,794, or 34 per cent.

Classified according to countries for which cleared, the United States is again in the lead, with a total of 123 vessels, or 70 per cent, and 152,967 tonnage, or 62 per cent.

Ships cleared from the port of Honolulu during the six months ended June 30, 1897.

Nationality and destination.	Number.	Tonnage.
United States:		
Pacific ports—		
American.....	84	79,908
British.....	11	28,004
Hawaiian.....	7	6,880
Japanese.....	2	2,129
German.....	1	1,198
Atlantic ports—		
American.....	15	30,551
British.....	1	2,211
German.....	1	978
Italian.....	1	1,008
Total	123	152,967
British ports:		
Australia and New Zealand—		
American.....	3	5,817
British.....	8	17,800
Hawaiian.....	1	2,480
Victoria and Vancouver—		
American.....	3	3,251
British.....	8	13,974
Hawaiian.....	2	2,028
Norwegian.....	2	2,803
Nicaraguan.....	1	447
Total	20	48,474
Japanese and Chinese ports:		
American.....	6	14,514
British.....	9	20,876
Japanese.....	3	6,492
Hawaiian.....	1	1,156
Total.....	19	43,038

Ships cleared from the port of Honolulu during the six months ended June 30, 1897—Cont'd.

Nationality and destination.	Number.	Tonnage.
Pacific Islands:		
American	1	140
Hawaiian	1	52
Total	2	192
South Sea ports:		
Hawaiian	1	52
Peruvian ports:		
British	1	860
Grand total	175	245, 568

HAWAIIAN MERCHANT MARINE.

Fifty-eight vessels fly the Hawaiian flag; of these 27 are steamers, 3 ships, 8 barks, 18 schooners, and 2 sloops.

The aggregate tonnage is 30,382. Thirty-one of these vessels were built in the United States.

The following list gives rig, name, tonnage, when, and where built, of all Hawaiian registered vessels:

List of Hawaiian registered vessels.

Rig.	Name.	Tonnage.	When built.	Where built.
Steamer	Kilauea Hou	153.85	1878	Honolulu, Hawaiian Islands.
	Kaena	24.43	1878	San Francisco, United States.
	Mokolii	49.21	1878	Do.
	Lehua	129.80	1879	Do.
	James Makee	135.61	1879	Port Ludlow, United States.
	Iwalani	239.81	1881	Do.
	Kinau	778.07	1882	Philadelphia, United States.
	W. G. Hall	380.27	1884	Port Blakely, United States.
	Zealandia	2,489.19	1876	Glasgow, British Isles.
	Waialeale	175.60	1886	Port Blakely, United States.
	J. A. Cummins	79.44	1886	San Francisco, United States.
	Kaimiloa	198.83	1872	Blythe, British Isles.
	Mikahala	354.24	1886	Port Blakely, United States.
	Kaala	90.53	1887	San Francisco, United States.
	San Mateo	2,291.65	1888	South Shields, British Isles.
	Hawaii	227.44	1888	San Francisco, United States.
	Claudine	609.16	1890	Yorker, British Isles.
	Rover	15.26	1878	San Francisco, United States.
	Alexander	280.06	1855	New York, United States.
	Ke Au Hou	192.64	1894	Port Blakely, United States.
	Kauai	265.13	1887	San Francisco, United States.
	Iwa	16.66	1890	Do.
	Kahului	852	.....	Hull, British Isles.
	Astec	2,298.02	1894	Howdon-on-Tyne, British Isles.
	Mauna Loa	536.07	1896	Port Blakely, United States.
	Nocau	221.18	.....	Formerly under American flag, steamer Scray.
Ship	Helene	392.54	1896	San Francisco, United States.
	John Kna	2,713.58	1892	Glasgow, British Isles.
	Hawaiian Isles	2,041.48	1891	Do.
	Helen Brewer	1,517.69	1891	Do.
Bark	Andrew Welch	358.58	1888	Do.
	Fooing Suey	980.73	1888	Yoker, British Isles.
	Mauna Ala	779.22	1863	Sutherland, British Isles.
	R. P. Rithet	1,042.73	1892	Glasgow, British Isles.
	Santiago	901.70	.....	.....
	Iolani	1,156.82	1876	Belfast, British Isles.
Schooner	Diamond Head	926.27	.....	Deptford, British Isles.
	Roderick Dhu	1,397.17	.....	Formerly under British flag.
	Rob Roy	17.32	1863	Oahu, Hawaiian Islands.
	Mike Morris	13.45	1873	Do.
	Luka	70.52	1878	Port Ludlow, United States.

List of Hawaiian registered vessels—Continued.

Rig.	Name.	Tonnage.	When built.	Where built.
Schooner.....	Mokuola.....	17. 10	1877	San Francisco, United States.
	Kanikeaonli.....	72. 13	1879	Port Ludlow, United States.
	Kawailani.....	24. 39	1883	San Francisco, United States.
	Sarah & Eliza.....	15. 49	1884	Honolulu, Hawaiian Islands.
	Kulamann.....	85. 22	1885	Essex, United States.
	Heela.....	20. 49	1885	Oahu, Hawaiian Islands.
	Moi Wahine.....	75. 49	1886	San Francisco, United States.
	Kanilua.....	47. 96	1879	Yokohama, Japan.
	Lavinia.....	40. 06	1877	San Francisco, United States.
	Ka Moi.....	108. 06	1882	Do.
	Li lu.....	47. 26	1882	Do.
	Americana.....	878. 12	1892	Grangemouth, British Isles.
	Norma.....	50. 69	1888	Yokohama, Japan.
	Ada.....	27. 93	.....	Lopes Island, United States.
	Honolulu.....	958. 18	1896	Glasgow, Scotland, for owners.
Sloop.....	Healani.....	9. 67	1883	Honolulu, Hawaiian Islands.
	Kalulani.....	12. 93	1892	San Francisco, United States.

COMMERCIAL TRAVELERS.

Commercial travelers have to take out a license, costing on the island of Oahu (Honolulu) \$570 and on each of the other islands \$255. They must, before leaving the country, if they have resided more than thirty days therein, obtain a passport, for which a fee of \$1 is charged. This requirement applies to all adults.

These passports are granted by the collector of customs to all persons applying for them, except in the following cases:

First. In case of the indebtedness or obligation to pay money of the applicant to the Government or to any private individual, of which the collector has received written notice, accompanied by a request not to grant a passport.

Second. In case the applicant is a party defendant in a suit, civil or criminal, pending before any court in this country, of which the collector has received written notice.

Third. In case a writ of ne exeat regno or any other process to arrest or stay the departure of the applicant shall have been issued by any court of these islands, of which the collector shall receive notice in writing.

Fourth. In case of a written complaint being made to the collector that the applicant is about to depart the country leaving his wife or family unprovided for.

LAWS RELATING TO LANDING OF ALIENS.

It is unlawful for the following classes of aliens to land: Idiots, insane persons, paupers, vagabonds, criminals, fugitives from justice, persons suffering from a loathsome or dangerous contagious disease, stowaways, vagrants, and persons without visible means of support, which means of support may be shown by the bona fide possession of not less than \$50 in money or a bona fide written contract of employment with a reliable and responsible resident of the Hawaiian Islands.

The penalty for a violation of the above, by attempting to land any alien not entitled to land, is a fine of not less than \$100 and not more than \$500 for each person.

INWARD PASSENGERS.

The following table gives the number of passenger arrivals from January 1 to July 1, 1897:

Inward passengers, January 1 to July 1, 1897.

From—	Foreigners.			Chinese.			Japanese.			Portuguese.			Total.
	Men.	Women.	Children.	Men.	Women.	Children.	Men.	Women.	Children.	Men.	Women.	Children.	
San Francisco.....	582	339	106	1	.....	.....	9	1	.....	36	39	46	1,159
Oregon and Wash- ington.....	2	5	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
China and Japan.....	36	25	2	3,248	119	85	1,100	333	42	.....	.....	.....	4,990
Australia and New Zealand.....	51	29	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	92
Canada.....	48	21	11	2	.....	.....	.....	.....	.....	.....	.....	.....	82
Pacific Islands.....	8	5	12	.....	.....	.....	2	.....	.....	.....	.....	.....	27
Germany and other countries..	118	27	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	217
Total.....	845	451	217	3,251	119	85	1,111	334	42	36	39	46	6,576

LIGHT-HOUSES.**HONOLULU, OAHU.**

A light-house has been erected on the inner edge of the western reef, bounding the entrance of the channel into Honolulu Harbor. The light is a Fresnel of the fourth order, at an elevation of 26 feet above the sea level, and can be seen from the deck of an ordinary sized vessel at the distance of 9 nautical miles in a radius from S.E. by E. to W. from the light-house.

From the light-house the spar or fairway buoy bears (magnetic) S. 11° W. 6½ cables; the eastern end of the new wharf, N. 35° E. 1½ cables; Diamond Point, S. 56° E.; Barbers Point, S. 88° W.; and the eastern corner of the custom-house, N. 15° E., near to which corner another light tower has been erected, at an elevation of 47 feet above the sea level. The light in this tower is green.

The following changes have been made in the lights at the entrance of Honolulu Harbor, owing to the city now being illuminated by electric lights, the glare of which interferes with the lights heretofore in use:

The outer light has been changed so that it shows red between the lines, bearing S. 41° E. and S. 84° 45' W. true from the light, and when the electric lights are burning an electric green light, in the same range as the oil green light heretofore used, will be shown at an elevation of 12.7 feet above and in line with the oil green light.

When the electric lights are not burning, the lower or oil green light will be in use.

The outer or red light is at an elevation of 26 feet above sea level, and the elevation of the inner or green lights are as follows: Lower or oil light, 47 feet; upper or electric light, 59.7 feet above the sea level.

BARBERS POINT, OAHU.

There has been erected at the extreme southwest point of the island of Oahu (known as Barbers Point or Laeoa) a fixed white Fresnel light of the fourth order, showing from all points of the compass. The light is 43 feet above sea level, and is visible from a ship's deck in clear weather a distance of 10 miles. The tower is built of coral; the lantern is painted red.

Latitude 21° 18' N., longitude 158° 6' W. from Greenwich. Distance from Honolulu light-house about 14 nautical miles.

The following are magnetic bearings (variation 9° 30' E.): Diamond Head, 88° E. (the extreme point); Honolulu light-house, N. 79° E.; Ewa Church, N. 41° E.

MOLOKAI POINT.

On the extreme southwest point of the island of Molokai (known as Lae o ka Laan) is a fixed white Fresnel light of the fourth order, showing from all points of the compass. The light is 50 feet above the sea level, and is visible for a distance of 11 miles. The tower is painted white, the lantern red, and is located in latitude 21° 6' N., and longitude 157° 18' W. From seaward the following are the magnetic bearings (varying 9° E.), extreme points of land being taken:

South point of Oahu, N. 81° W.; East point of Oahu, N. 66° W.; Mokapu, NE.

Oahu, N. 56° W.; NW. point of Molokai, N. 8° E.; Lahaina light, S. 78° E.; NE. point Lanai, S. 72° E.; SW. point Lanai, S. 49° E. Mariners are especially cautioned against confusing this with the NW. point of Molokai, bearing as above, distant 9 miles.

LAHAINA, MAUI.

A light-house has been erected at the landing, port of Lahaina. The window on the sea side of the light room is 20 by 24 inch glass, with red glass at the NW. and SE. ends. The colored glass stands at equal angles side and front, and a vessel in 10 fathoms of water will have two bright lights for about half a mile each way from directly in front of the light-house. At a greater distance it will show a colored light until the lights almost appear like one, or the red light like a reflection from the other light. The light toward Molokai is the brightest, so that the lights now have the appearance of a large and small light close together. The lights stand about 26 feet above the water, and can be seen across the Lanai Channel.

MAKENA POINT, MAUI.

A beacon-light station was erected a few years since at a point a little beyond Makees Landing for the convenience and safety of interisland steamers, but its exact locality, height, bearings, and order of light adopted has never been gazetted.

HILO, HAWAII.

Hilo light, situate on Paukaa Bluff, has a double light on a new tower. The separate lights (white) are 18 inches apart on the horizontal line parallel with the coast. Height of bluff, 134 feet above sea level; height of tower, 25 feet; total elevation, 159 feet. From this light Leleiwi Point bears S. 83° E. (magnetic); Makahanaloa Point bears N. 3° W. (magnetic); latitude $19^{\circ} 46' 10''$ N., longitude $155^{\circ} 8' 35''$ W. (magnetic); declination $8^{\circ} 20'$ E. Distance to Hilo wharf (Annene street) 2.1 sea miles.

MAHUKONA, HAWAII.

A new light-house having a fixed white light has been erected at Mahukona, District of Kohala, Hawaii, in latitude $20^{\circ} 11'$ N., longitude $155^{\circ} 54'$ W., and $\frac{1}{4}$ of a mile due south of the Mahukona anchorage. The light tower is of stone, painted white, and situate about 75 feet above sea level. The bearing from this tower to the Kawaihae light-house is SE. by S., magnetic, and the distance is 9 nautical miles.

KAWAIIHAE, HAWAII.

For the anchorage at Kawaihae a white light, about 50 feet above the sea level, has been erected at a point bearing from the NE. corner of the reef NE. by N. $\frac{1}{4}$ N. The light can be seen at a distance of 10 miles out at sea. With this light bearing ENE. there is a good anchorage in 8 fathoms of water, about a quarter of a mile from the shore. All bearings magnetic.

LIGHT DUES.

Vessels from abroad.—There shall be levied on all vessels arriving from abroad at any port of these islands where a light-house may be established the sum of \$3, which shall be paid before departure to the collector general of customs.

All vessels engaged in the coasting trade shall pay 10 cents per ton as light money, in consideration of which they shall be entitled to visit all ports where light-houses may be established for the term of one year without further charge.

HONOLULU HARBOR BAR.

A channel 200 feet wide and 30 feet deep at mean low water has been cut through the bar at the entrance to Honolulu Harbor.

The center line of this channel bears N. $26^{\circ} 42'$ E., true.

The line of the harbor light (red) and the inner light (green) bears N. $25^{\circ} 20'$ E., true, and just touches the east side of this channel at the outer end.

The line of the harbor light (red) and the clock tower of the Honolulu Planing Mill on Fort street bears N. $28^{\circ} 30'$ E., and just touches the west side of this channel at the outer end.

The harbor has been dredged to a depth of 28 feet at mean low water for a length of over 500 feet along the Pacific Mail Dock.

QUARANTINE REGULATIONS.

Any vessel entering any port of the Hawaiian Islands in violation of quarantine regulations may incur a fine not exceeding \$5,000, which shall be a lien upon said vessel.

All vessels at any foreign port, before clearing for any port or place in the Hawaiian Islands, must obtain from the Hawaiian consular officer at the port of departure a bill of health.

The board of health may at any time cause a ship to be disinfected at the expense of the owners.

The port physician must board every vessel arriving from an Asiatic port, and may board every vessel arriving from any foreign port. If not satisfied that the passengers have no contagious disease, he may order the vessel to anchor outside the harbor until the board of health is notified of the facts.

Should a vessel arrive from any port known to have any contagious or infectious disease, although no case of such may have broken out on board during the voyage, the officers, crew, and passengers may be kept in quarantine until a period of eighteen days shall have elapsed from the time of her leaving said infected port, and the vessel shall undergo such disinfection as the board of health shall deem necessary.

No clothing, personal baggage, or goods, not even the mails, shall be landed without disinfection when any case of contagious disease is known to exist on board.

PRICE LIST OF PROVISIONS ON THE HAWAIIAN ISLANDS.

Fresh Hawaiian butter, from 25 to 50 cents per pound.
 Hams, from 16½ to 30 cents per pound.
 Bacon, from 16½ to 20 cents per pound.
 Cheese, from 20 to 35 cents per pound.
 Family pork, from 15 to 18 cents per pound.
 Corned beef, 7 cents per pound.
 Fresh meat, from 6 to 15 cents per pound.
 Loin of porterhouse steaks, from 6 to 15 cents per pound.
 Tinned fruits, per dozen, from \$1.75 to \$2.25.
 Golden Gate flour, per 100 pounds, \$2.50.
 Lower grades, \$2.20.
 Hawaiian rice, \$3.25 to \$5 per 100 pounds.
 Hawaiian bananas, per bunch, 25 to 55 cents.
 Potatoes, from 1 to 2 cents per pound.
 Eggs, per dozen, 25 to 50 cents.
 Rolled oats, per case, \$5.50.
 Ice, in small quantities, 1½ cents; 50 pounds and over, 1 cent per pound.

WAGES.

The following is an approximation of the wages paid to different classes of labor on the Hawaiian Islands:

Engineers on plantations, from \$125 to \$175 per month, house and firewood furnished.

Sugar boilers, \$125 to \$175 per month, house and firewood furnished.

Blacksmiths, plantation, \$50 to \$100 per month, house and firewood furnished.

Carpenters, plantation, \$50 to \$100 per month, house and firewood furnished.

Locomotive drivers, \$40 to \$75 per month, room and board furnished.

Head overseers, or head lunas, \$100 to \$150.

Under overseers, or lunas, \$30 to \$50, with room and board.

Bookkeepers, plantation, \$100 to \$175, house and firewood furnished.

Teamsters, white, \$30 to \$40, with room and board.

Hawaiians, \$25 to \$30, with room; no board.

Field labor, Portuguese and Hawaiian, \$16 to \$18 per month; no board.

Field labor, Chinese and Japanese, \$12.50 to \$15 per month; no board.
In Honolulu, bricklayers and masons receive from \$5 to \$6 per day; carpenters, \$2.50 to \$5; machinists, \$3 to \$5; painters, \$2 to \$5 per day, of nine hours.

DOMESTIC LABOR.

The domestic labor in Honolulu, and in all parts of the islands, has for many years been performed by Chinese males, who undoubtedly make excellent house servants. During the last four or five years, the Japanese have entered the field; the Japanese women are especially in demand as nurses for children.

The following are the prevailing rates of wages:

Cooks, Chinese and Japanese, \$3 to \$6 per week, with board and room.

Nurses and house servants, \$8 to \$12 per month, with board and room.

Gardeners or yard men, \$8 to \$12 per month, with board and room.

Sewing women, \$1 per day and one meal.

Good substantial meals can be obtained at respectable Chinese restaurants and at the Sailors' Home for 25 cents, or board for \$4.50 per week.

The market for all kinds of labor is overstocked, and it would be very unwise for anyone to come to these islands with no capital on the mere chance of obtaining employment. The many steamships arriving at this port bring numbers of people seeking employment who are obliged to return disappointed.

CURRENCY.

The currency of these islands is of the same unit of value as that of the United States. The gold is all of American mintage, and United States silver and paper money is in circulation and passes at par.

The Hawaiian money is paper, very little of which is seen in circulation, and silver. The paper money is secured by silver held in reserve.

The banks keep two accounts with their depositors, silver and gold.

The checks are so worded that the depositor may specify from which account the check is to be paid. If the check does not state in what currency it is to be paid, the law provides that the holder may demand gold if the amount is over \$10.

The Hawaiian silver amounts to \$1,000,000, \$300,000 of which is held by the Government to secure a like amount of paper.

I am told by the minister of finance that it is estimated that there is \$3,500,000 of money in circulation.

RATE OF EXCHANGE.

The rate of exchange is $1\frac{1}{4}$ per cent on Eastern cities of the United States, and 1 per cent on the Pacific Coast. Gold is at a premium of 1 per cent.

CHANGES IN TARIFF RATES.

As the legislature has not been in session since the last report, there has been no change in the tariff rates.

I consider it of the utmost importance in chartering a vessel for this port that the charter party read "according to the custom of the port."

When lay days are mentioned without this proviso, much trouble has often occurred and heavy claims for demurrage have had to be paid.

PORT REGULATIONS.

AUTHORITY OF HARBOR MASTERS.

The harbor masters at the several ports shall have authority, under the collector, over the anchoring, mooring, and making fast of all hulks, coasters, boats, and other craft in their respective harbors, and are charged in general with the enforcement of all harbor regulations assigned to them.

WHARFINGERS.

They shall also be wharfingers at the ports for which they are appointed.

DISBURSEMENTS FOR BOATS, WARPS, ETC.

They shall charge all amounts disbursed by them for the use of boats, warps, and labor in mooring and making fast any vessel, and, if necessarily detained on board more than two hours at any one time, they shall charge at the rate of \$1 per hour for such extra detention.

ANCHORAGE OF VESSELS IN PORT.

All vessels that may enter any port shall be anchored in the place designated by the harbor master and moved from one anchorage to another as he may direct; and no vessel, excepting coasting vessels under 50 tons burden and vessels about to leave the harbor, shall quit her anchorage or moorings until the commanding officer shall have received the written permission of the harbor master, under penalty of a fine not exceeding \$100.

MOVING VESSELS FROM ONE ANCHORAGE TO ANOTHER.

The harbor master or any pilot, while removing a vessel from one anchorage or mooring to another, may make fast to any other vessel, or to any warp or wharf; and any person resisting the same, cutting away or casting off the warp or fastening shall be subject to a fine not exceeding \$100; and if such person belong to any vessel, the master of such vessel shall be responsible for any damage resulting from such resistance, cutting away, or casting off, as well as for the fine imposed upon the offender.

SHALL SLACK DOWN FASTS WHEN REQUIRED.

In order to facilitate the removing and placing of vessels in their proper berths, all vessels in the harbor shall, when requested by the harbor master or any pilot, slack down their steam cables and other fastenings, and also their bower chains, under penalty of a fine not exceeding \$100.

SHALL RIG IN BOOMS AND TOP THEIR YARDS.

All vessels entering port shall, if so requested by the harbor master or any pilot, rig in their jib, flying jib, and spanker booms and spritsail yards, and top their lower and topsail yards within twenty-four hours after anchoring in such port, and in all cases before attempting to come alongside of, or make fast to, either of the docks or wharves, and keep them so rigged in and topped until twenty-four hours before leaving the harbor and until after removing from any dock or wharf, under penalty of a fine not exceeding \$100.

GUNPOWDER.

No vessel having gunpowder on board will be permitted to remain at the wharf more than twelve hours; and if the vessel shall be at the wharf overnight, a policeman or watchman shall be kept on duty on board all night at expense of vessel.

All gunpowder deposited on the wharf for shipment shall be immediately passed on board the vessel to receive the same.

PORT CHARGES.

HARBOR MASTER'S CHARGES.

Boarding vessel on arrival	\$3.00
Boarding vessel on departure.....	3.00
Moving vessel, each time.....	3.00

SHIPPING AND DISCHARGING HAWAIIAN SEAMEN.

Shipping, each man.....	\$0.50
Discharging, each man .....	.50
Government tax, each man	6.00
Shipping articles.....	(stamp) 1.00

DISCHARGING FOREIGN SEAMEN.

Seaman's permit, each man	\$0.50
Seaman's bond, each man	1.00
Permit for deserter to ship .....	.50

PILOT FEES.

Honolulu (piloting in or out of the port):	
All mail steamers of 1,000 tons and upward	\$50.00
Transient steamers of 1,000 tons and upward	75.00
War vessels, per foot on draft of water	2.00
Sailing vessels under 200 tons register, per foot	1.50
Other vessels and steamers, per ton .....	.05
For anchoring vessels outside	20.00
(If brought into the harbor this charge shall be reduced to \$10.)	
Any detention on board for more than twenty-four hours, per day	7.00
Ports of Kahului and Hilo (piloting in or out of port):	
On the vessel's draft, per foot	1.50
For anchoring vessel off the port	10.00
For any detention on board for more than twenty-four hours, per day	5.00

TOWAGE RATES—PORT OF HONOLULU.

Vessels under 200 tons	\$30.00
Vessels between 200 and 300 tons	35.00
Vessels between 300 and 500 tons	40.00
Vessels between 500 and 800 tons	45.00
Vessels between 800 and 1,000 tons	50.00
Vessels between 1,000 and 1,200 tons	60.00
Vessels between 1,200 and 1,400 tons	75.00
Vessels of over 1,400 tons, 5 cents per ton, registered tonnage, over and above 1,400 tons, in addition.	
Towage outside of pilot limits, as per agreement.	
Towage in cases of accident or wreck as per agreement.	

PORT PHYSICIAN'S CHARGES.

Boarding vessel outside of harbor	\$25.00
Boarding vessel at anchor in harbor	15.00
Boarding vessel alongside of wharf	10.00

PASSENGER TAX.

A part of the port charges.—Every vessel arriving from a foreign port at any of the ports of these islands with passengers on board shall be subject to a tax of \$1 for each of the passengers who shall enter the islands, and this tax shall form a part of the port charges and shall be paid to the collector of the port, and no collector shall grant a clearance to any such vessel until the same be paid.

CUSTOM-HOUSE CHARGES.

For bill of health on departure (if required)	\$1.00
For pilot and boarding officer. (See Pilotage.)	
For buoys	2.00
For lights, foreign vessels (see Light dues)	3.00
For mail oath (inward)	1.00
For manifests (blank \$1, filing fee \$1)	2.00
For entries (blank \$1, filing fee 50 cents)	1.50
For permits (for unloading)	1.00
For bond (blank \$1, filing fee \$1)	2.00
For passports (see Passports)	1.00
For passport protest (see Passports)	3.00
For hospital tax (passenger)	1.00
Wharfage, per registered ton (Sundays and holidays excepted), per day .....	.02

FEES CHARGED FOR PATENTS, COPYRIGHTS, AND TRADE-MARKS.

On filing an application for a patent	\$25.00
On filing a caveat	5.00
On filing an application for copyright	5.00
On filing an application for print, label, or trade-mark	5.00

On the issue of a patent.....	\$5. 00
For copies of records, for every 100 words or fraction thereof .....	.50
For translation of every 100 words or fraction thereof	1. 00
For copies of drawings, the cost of making them.....	
For revenue stamp on each patent.....	10. 00
For recording every assignment, for every 100 words or fraction thereof.....	.50

TRANSPORTATION.

The steamship lines plying between the coast of America and Honolulu are the Oceanic Steamship Company, the Oriental and Occidental Steamship Company, and the Pacific Mail.

One steamer of the Oceanic Line, the Australia, makes Honolulu her destination; the two other steamers of the line, after discharging passengers and freight, go on to Samoa and Australia. The steamers of the two other lines proceed to Japan and China.

The rates for passengers range from \$75 to \$100. The time from San Francisco to Honolulu by steamer is from six to seven days.

The Canadian-Australian Royal Mail Steamship Company's steamers, sailing from Vancouver and Victoria, stop at Honolulu and then proceed to Australia and New Zealand.

There are a number of fine sailing vessels making regular trips between Port Townsend and San Francisco and Honolulu, with limited passenger accommodations. The price is \$40 for cabin passage.

The bulk of the steam passenger and freight traffic between San Francisco and Honolulu is controlled by the Oceanic Steamship Company, their rates being \$75 cabin and \$25 steerage, while the two other lines charge \$100 and \$30, respectively.

FREIGHT RATES.

The rates of freight from here to San Francisco are: For steamers, \$5 per ton and 5 per cent primage; sailing vessels, \$3 per ton and 5 per cent primage.

The rates to Atlantic ports range from \$5 to \$7 per ton, with 5 per cent primage.

The duration of the voyage between here and New York has been from 89 to 134 days.

RAILROADS.

There are three railroads on the islands. The Kahului Railroad, on the island of Maui, is 13 miles long; the Hawaiian Railroad, on the island of Hawaii, is about 20 miles long. These two roads are used principally to carry the products of the plantations to the various points of shipment. The principal road on these islands is the Oahu Railway and Land Company line, which runs from Honolulu to Waianae, the total length, including sidings, being 38.5 miles. This road was opened for traffic July 1, 1890, since which time its business has shown a steady increase, both in its passenger and freight traffic.

Last year, the road carried 85,596 passengers, receiving a revenue of \$30,993.50; 66,430.49 tons of freight were carried, earning \$69,752.76.

The equipment consists of 5 locomotives, 14 passenger coaches, and 132 freight cars.

The road is bonded for \$2,000,000, at 6 per cent, with \$700,000 worth of stock, which is to be increased to \$1,500,000.

WILLIAM HAYWOOD,
Consul-General.

HONOLULU, September 30, 1897.

DECLARED EXPORTS, HAWAIIAN ISLANDS.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
HILO.					
Coffee	\$565.63	\$832.26		\$936.55	\$2,334.44
Hides and skins	914.62	432.96	\$834.78	548.20	2,720.56
Returned American goods	110.40		1,628.00		1,738.40
Sugar	396,882.72		634,435.11	975,296.88	2,006,616.71
Total	398,473.37	1,265.22	636,897.89	976,783.63	2,013,420.11
HONOLULU.					
Awa		464.26			464.26
Bananas	12,388.95	17,799.53	15,294.00	13,132.70	58,615.18
Betel leaves			292.57		292.57
Coffee	7,880.62	19,115.73	13,893.48	9,958.80	50,848.63
Household goods	3,141.50	1,852.00	431.00	1,968.00	7,392.50
Hides and skins	9,700.00	20,768.50	14,115.30	25,965.00	70,548.80
Pineapples	1,421.25	3,243.73	1,552.80	4,150.47	10,468.25
Pineapples, canned	3,845.00				3,845.00
Pineapple plants	620.00				620.00
Returned goods:					
Brandy	146.00				146.00
Empty beer kegs	1,059.55	2,217.00	2,313.75	3,757.75	9,348.05
Empty bottles		328.50		291.75	620.25
Miscellaneous	1,817.70	1,007.95	1,543.80	1,831.52	6,190.97
Wine			797.85	662.00	1,460.85
Whisky		5,247.12			5,247.12
Rice	40,362.97	98,422.78	50,258.38	27,433.18	216,477.31
Sugar	1,634,656.31	830,169.27	3,468,070.89	4,010,447.06	9,943,343.03
Sundries	390.63	202.50	218.00	252.50	1,063.63
Taro flour			252.50		252.50
Whalebone		8,000.00			8,000.00
Wool	9,990.88	6,558.15	623.11	149.95	17,322.09
Total	1,727,421.36	1,015,597.02	3,569,656.93	4,099,990.68	10,412,665.99
KAHALUI.					
Sugar	147,891.96	34,974.12	777,144.74	568,424.21	1,528,435.05
Molasses		116.50	286.50	850.00	1,253.00
Hides	213.27	117.35	273.74	124.87	729.23
Lumber	216.86				216.86
Taro flour	54.50	4.25	3.00		61.75
Empty carboys		69.50			69.50
Returned goods		1,460.50	1,520.84	97.88	3,078.72
Household effects			162.03	25.50	187.53
Total	148,376.60	36,742.22	779,390.35	569,522.46	1,534,031.63
MAHUKONA.					
Coffee		1,577.30	1,797.36		3,374.66
Hides	770.12	543.69	584.80	567.33	2,465.94
Molasses		358.34			358.34
Returned goods		25.14			25.14
Sugar	152,278.58	127,438.01	319,164.23	339,679.20	928,560.02
Saddle trees		16.64			16.64
Total	153,048.70	129,954.12	321,546.39	340,246.53	944,795.74

RECAPITULATION.

Hilo	\$398,473.37	\$1,265.22	\$636,897.89	\$976,783.63	\$2,013,420.11
Honolulu	1,727,421.36	1,015,597.02	3,569,656.93	4,099,990.68	10,412,665.99
Kahului	148,376.60	36,742.22	779,390.35	569,522.46	1,534,031.63
Mahukona	153,048.70	129,954.12	321,546.39	340,246.53	944,795.74
Total	2,427,320.03	1,188,558.58	5,807,491.56	5,986,543.30	14,904,913.47

FIJI ISLANDS.

I am in receipt of circular letter under date of August 10, 1897, instructing me to prepare a report on the commerce and industries of my consular district covering the year 1896 and, as far as can be ascertained, for the first six months of the year 1897.

In reply, I beg to state that it will be quite impossible to produce any printed data as issued by this Government for the year 1897, as it was only in August last that the printed statement of trade and navigation of the Fiji Islands for the year 1896 was issued for general information.

This statement shows that the total value of imports and exports of these islands amounted to a grand total of \$3,294,274.24 for the year 1896. It will be seen that the total value of the trade of this group of islands is second only in importance to that of the Hawaiian Islands; and that, with the exception of about \$11,090.52 worth direct from the United States, the balance of trade is with the Australian colonies, New Zealand, Great Britain, etc.

The principal imports are as follows:

Articles.	Value.		Articles.	Value.	
Dry goods	£47, 978	\$233, 173	Agricultural machinery	£1, 559	\$7, 577
Preserved meats	11, 634	56, 541	Jewelry	1, 409	6, 848
Rice	9, 661	46, 952	Paints	1, 646	8, 000
Produce	8, 841	42, 987	Breadstuffs	14, 667	71, 233
Boots and shoes	3, 578	17, 389	Hardware	10, 716	52, 080
Pickles and oil stores	3, 578	17, 389	Furniture	1, 360	6, 610
Kerosene	3, 956	19, 226	Galvanized manufactures	1, 554	7, 552
Spirits	3, 408	16, 563	Galvanized iron	3, 331	16, 189
Timber:			Glass and crockery	2, 188	10, 634
Rough	4, 444	21, 598	Nails	885	4, 301
Dressed	1, 956	9, 506	Vegetables, green fruit	3, 179	15, 450
Stationery	2, 938	14, 289	Wooden ware	1, 060	5, 152
Sewing machines	412	2, 002	Crackers:		
Fruits, dried and preserved	611	2, 969	Plain	6, 033	29, 320
Leather ware	1, 872	9, 098	Fancy	871	4, 238
Tobacco	1, 596	7, 756	Beer:		
Ship chandlery	1, 598	7, 766	In bottles	2, 296	11, 159
Plated ware	405	1, 968	In wood	568	2, 760
Drugs	2, 786	13, 540	Bags	5, 497	26, 715
Oils	1, 655	8, 043			

Total value of imports for Suva £173, 248 = \$341, 975. 56
 Total value of imports for Levuka 69, 245 = 338, 530. 70

The principal exports are:

Articles.	Value.		Articles.	Value.	
Sugar	£336, 929	\$1, 637, 475	Peanuts	£23, 631	\$17, 647
Copra	54, 142	263, 130	Cotton, kidney	1, 631	7, 927
Bananas	18, 488	89, 852	Cocoanuts	1, 803	8, 783
Spirits (colonial distilled)	10, 162	49, 387	Pearl shells	575	2, 795
Leaf tobacco	3, 797	18, 453	Shell, tortoise	1, 022	4, 967

Total exports from Suva £404, 544 = \$1, 966, 083. 84
 Total exports from Levuka 30, 797 = 149, 673. 42

The total value of the imports in the year ending December 31, 1896, was \$1,178,500; the exports amounted to \$2,105,700. The trade with the principal countries was:

Country.	Imports.	Exports.
Australia.....	\$1, 078, 200	\$1, 049, 900
Azores.....	-----	120, 200
Canada.....	17, 300	1, 300
Hawaii.....	780	380
India.....	40, 000	-----
New Caledonia.....	1, 950	-----
Tonga.....	2, 000	21, 300
United States.....	11, 150	-----

The currency of this colony is British pounds; all other money is subject to exchange, which varies slightly at different times.

IMPORTATIONS FROM THE UNITED STATES.

Since the establishment of a direct line of steamers calling at these islands from Vancouver, British Columbia, it is well worth the attention of American merchants and manufacturers, who wish to increase their export trade, to look to the Fiji Islands as a market for their products.

As to articles now imported from the United States, I may say that the first of importance, as regards value, is kerosene oil—\$19,226.16. In fact, all that is consumed in the Pacific Islands is of American production, none being imported from any other country as yet.

The import of this article seems to be steadily on the increase, as the natives find it a necessity, notwithstanding the very high duty of 18 cents per gallon, which brings the price up to 50 cents per gallon before it reaches the consumer here.

Within the last eighteen months, and since the Australian-Vancouver line of steamers has called at these islands, there has been a considerable importation of American flour into Fiji, amounting at times to over 100 tons a month. This was in some measure due, I hope, to my report to the Department of State, and published in Consular Reports for February, 1895, calling attention of American millers to Fiji as a desirable market for flour. The high price of this article now prevailing in the States has caused a falling off in the importation. No fault has been found in the quality of flour.

Other lines of American goods imported, such as canned and dried fruits, canned fish, salmon, lobsters, oysters, etc., have been standard articles of import here for many years, and are well known to both whites and natives as being the best of their kind; these remain stationary as to value and quality. I would here call the attention of shippers of dried fruit to the fact that it should be packed in air-tight tins of about 7 pounds' weight each; a number of tins could then be packed in strong wooden cases as outside covers.

Hitherto, this line has been sent here in wooden boxes and small barrels, which are equally objectionable, as the dampness and tropical heat of this climate, together with the numerous insects, soon destroy all dried fruit and make it unsalable. This, of course, greatly limits the sale of what would otherwise find a very good market in these islands.

Another article of United States production has within the last year begun to find a market here—boots and shoes. They seem to give general satisfaction as to quality, price, and finish. The imports from all

countries, of boots and shoes, amounted in 1896 to \$19,444.86. This should be worthy the attention of our manufacturers of boots and shoes, and an effort should be made to secure the trade of these islands. What is wanted is a good article at a reasonable price.

United States textile fabrics are practically unknown. The few lines that have reached here at odd times have been acknowledged of good quality, but the prices have been too high to suit this market, which is chiefly for natives. The demand is for cheap, bright-colored material, with special designs and frequent changes. I think that the little trade done with the United States in these lines is due to the want of effort on the part of our manufacturers to introduce their goods by sending samples and quoting prices. Some of the large houses in the Australian colonies send commercial travelers to Fiji, where they engage rooms to display their goods at the principal centers of trade—Suva and Levuka. Samples of goods and quotations of prices, if sent to this consulate, would be handed by me to the principal merchants here, and might result in business.

The only articles manufactured here at present are cocoanut oil and soap. These industries have only recently been started with a view of securing the local trade. The imports of soap have been of sufficient importance to induce local capitalists to go into its manufacture, both at Levuka and Suva. The import duty is 2 cents per pound.

TRANSPORTATION.

There are three lines of steamers calling regularly at these islands, so there is no lack of means of transportation. The Union Steamship Company of New Zealand is the most important, sending three steamers per month from Auckland. Steamers of the same company go to San Francisco, Sydney, Samoa, and Tonga Islands. Interinsular steamers run between the islands of this group.

The Huddart-Parker Line steamers call at Suva, Fiji, en route to Vancouver and Sydney, New South Wales. So we have straight communication by two good lines with the United States.

The Australasian Steam Navigation Company sends one and sometimes two steamers a month from Sydney to Suva and Levuka.

Lack of time will compel me to close what I would have liked to have made a much fuller report upon other articles of interest. I am afraid these islands have been almost overlooked by our exporters as a field for enterprise, as they seem until lately to have been practically unknown.

BENJAMIN MORRIS,
Commercial Agent.

LEVUKA, *October 21, 1897.*

NEW CALEDONIA.*

The Government statistics for the year 1896, just published in the *Journal Officiel*, are very interesting in their details and in the abundance of matter given. For the purpose of this report, I shall confine myself to giving a résumé of the principal figures, showing the imports, exports, and the shipping movement of this colony in 1896.

* In response to circular of August 10, 1897.

Imports and exports may be given as follows:

Trade between France and New Caledonia:		Francs.	
Imports in 1896	4,736,537.50 =	\$914,151	
Exports in 1896	2,411,165.00 =	465,354	
Total	7,147,702.50 =	1,379,505	
Trade between New Caledonia and French colonies:			
Imports in 1896	404,673.00 =	78,101	
Exports in 1896	3,022.00 =	583	
Total	407,695.00 =	78,684	
Trade between New Caledonia and foreign countries:			
Imports in French ships	2,297,102		
Imports in foreign ships	1,754,294		
		4,051,396.00 =	781,919
Exports, produce of colony	3,147,353		
Exports, foreign origin	187,012		
		3,334,365.00 =	643,532
Total	7,385,761.00 =	1,425,351	
RECAPITULATION.			
Total imports for 1896	9,192,606.00 =	1,774,172	
Total exports for 1896	5,748,552.50 =	1,109,470	
Grand total	14,941,158.50 =	2,883,642	

If we compare the above figures with those of 1895, we find an increase of 1,818,084 francs (\$350,890) in the imports and a decrease of 2,030,889 francs (\$391,961) in the exports. This is not a sign of prosperity. The production has fallen to the value of two millions, while the tribute paid to the mother country and the Australian colonies has increased by nearly a similar amount.

In the tables appended to the present report, will be found the nature of the trade, as well as a comparative statement between the years 1895 and 1896. I also annex a statement of the shipping movement for last year.

IMPORTATION.

Live stock.—Owing to the prevalence of drought during the years 1895–96 and the great mortality therefrom, the local breeders were unable, on account of their engagements with the Meat Preserving Company, to supply the Government contractor with the amount of cattle he required. The latter was obliged to supplement the Government supply by importing cattle from Queensland. To this, we may attribute the increase, to a large extent, in the imports for 1896, as mentioned above. Of 398,440 francs (\$76,898) of live stock imported during the year, 318,346 francs (\$61,430) represented the value of 2,259 head of cattle. An import tax of 25 francs (\$4.82) per head is imposed on all foreign cattle coming into the colony. Great precautions are taken in this country against the introduction of the tick plague. By a decree of the governor of March 20, 1897, Queensland and Western Australia are proclaimed as infected colonies, and cattle from the above colonies can not enter New Caledonia and its dependencies.

Fruits, vegetables, and produce are imported from Sydney, New South Wales. The local farmers find they can not bring the produce to the Noumea market at the price for which the English boats land goods of this line on the wharf. Lack of roads from inland districts to the coast is the cause of this. No tariff duty is put on this class of goods.

Coal comes chiefly from Newcastle, New South Wales, in British and American bottoms. About 10,870 tons were imported during 1896.

Manufactured goods of French origin enter duty free, but all goods of foreign make, with a few exceptions, are very heavily taxed, and in some cases, the duty is of a prohibitory nature. All goods of whatever origin pay on entry into the country an ad valorem octroi duty of 4 per cent, which is shortly to be increased to 6 per cent.

EXPORTATION.

The chief articles of export are mineral products, hides and skins, etc., coffee, and copra. The principal exports to Tahiti and the New Hebrides and other adjacent groups are of imported origin. The mineral products consist of nickel, chrome, and cobalt ores, and figure for 3,500,280 francs (\$675,554) in the exports.

Nickel ore.—Of this, 15,158 tons were shipped to France and 22,096 tons to Great Britain and Germany, of a total value of 2,041,388 francs (\$393,987). Although the nickel works are stopped, the above quantity of ore was shipped from existing stock to fill contracts on the Continent and Great Britain.

Chrome ore comes next, with 17,887 tons, valued at 967,942 francs (\$186,812), shipped to Europe.

Cobalt, 5,204 tons, valued at 490,450 francs (\$94,656). Only 1,047 tons were shipped to France.

Skins, hides, hair, and bones were exported for 1,010,351 francs (\$194,997), chiefly to Australia.

Coffee.—New Caledonia coffee is much prized in Europe. About 212 tons were exported in 1896. Coffee cultivation is being largely developed of late, and will in the near future form a very important item in the exports. New Caledonia coffee only pays half duty on entering France, and can therefore compete more successfully than coffee from foreign countries.

Copra.—About 1,700 tons were exported, of which 1,130 tons went to Australia.

All island produce, such as coffee, coprah, maize, and ivory nuts, are entered at the customs for transshipment only.

SHIPPING.

One hundred and forty-eight vessels were cleared outward from the port of Nouméa in 1896, representing a gross tonnage of 175,993 tons register; 87 vessels were under the French flag and 61 under foreign flags, of which one was from the United States. The French flag is chiefly carried by the Messageries Maritimes steamers (heavily subsidized by the French Government), and by a few locally owned steamers running to Australia and the New Hebrides. British vessels are mostly from Australian and New Zealand ports, but a few large cargo steamers are chartered by the mineral exporters to take ore from the several mines direct to Europe. United States vessels are sometimes chartered by local coal importers, and American-owned vessels are occasionally seen in the ports here with cargoes of lumber from Port Townsend, Wash.

MAIL PACKETS.

The Messageries Maritimes steamers, vessels of 6,500 tons register, give monthly service from Marseilles here via Australian ports. An annex steamer leaves here a week later carrying Government passengers to Sydney to meet the big boat.

The A. U. Steam Navigation Company gives fortnightly service

between the colony, Australia, New Hebrides, and Fiji. The French New Hebrides Company has a monthly mail service between Nouméa and the islands of Sydney. We have a fortnightly line of mail steamers in the coast service. All these lines, with the exception of the A. U. Steam Navigation Company (carrying the English flag), are heavily subsidized both by the home and colonial governments.

GENERAL REMARKS.

Several new mining companies have been floated during the past year, and operations on an extensive scale will be started shortly. No doubt the next returns will show a much larger export of minerals from this country. Copper, silver, lead, and gold mining, which have been suspended for years through want of capital, will be resumed during the current year. The demand for nickel is also increasing. Some large contracts have been made in Europe during the last few months.

Chrome ore to the United States.—Buyers in the States have been making inquiries regarding this ore with a view to direct shipments to Atlantic ports on a freight basis similar to through shipments to Europe. Should a satisfactory arrangement be effected with ore exporters, this would lead to a trade being opened between this country and the States, and to the importation of United States goods here. The question mostly lies with the American shipowners of Atlantic ports. I am at present in correspondence with several large manufacturing firms in America. The names of the principal exporters of mineral products in this colony are La Société Le Nickel, L. Bernheim, Reichenbach & Stilling, and La Société Le Cobalt.

S. REICHENBACH,
Acting Vice-Commercial Agent.

NOUMÉA, April 7, 1898.

Imports in 1896.

Goods imported.	Value and origin.						Total.
	France.		French colonies.		Foreign.		
	Francs.		Francs.		Francs.		Francs.
Living animals . . .	1, 175	\$227			397, 265	\$36, 672	398, 440
Colonial produce . .	119, 819	23, 115	286, 702	\$55, 333	193, 955	37, 433	600, 475
Fruits and grains . .	28, 370	5, 477			250, 881	48, 420	279, 260
Wood and timber . .	5, 316	1, 025			216, 204	41, 827	221, 520
Coals					195, 998	37, 828	195, 998
Arms and ammu- nition	13, 543	2, 614			11, 435	2, 207	24, 978
Chemical products .	204, 511	39, 471			126, 012	24, 320	330, 523
Fodder for cattle .					65, 619	12, 064	65, 619
Lighting material .	14, 577	2, 813			122, 366	23, 617	136, 943
Building material .	61, 162	11, 804			60, 256	11, 629	121, 418
Clothing and boots .	346, 790	66, 930	2, 002	386	43, 400	8, 376	392, 192
Tobacco and opium .	90, 009	17, 372	22, 292	4, 302	76, 457	14, 756	190, 758
Farinaceous food .	12, 634	2, 438			1, 151, 472	222, 235	1, 164, 106
Manufactured and wrought goods . .	1, 096, 477	211, 620	483	93	637, 769	123, 089	1, 734, 729
Provisions	429, 095	82, 815	8, 600	1, 650	382, 378	73, 790	819, 973
China and glass- ware	29, 484	5, 690			10, 315	1, 991	39, 790
Mineral waters . .	15, 889	3, 057					15, 889
Books and prints . .	32, 638	6, 299			17, 213	3, 322	49, 851
Sundries	23, 057	4, 450			19, 756	3, 813	42, 813
Specie, gold and silver	200, 000	38, 600			25, 000	4, 825	225, 000
Goods exempted from duty	428, 124	82, 628					428, 124
Wines and spirits .	1, 581, 859	305, 299	84, 594	16, 327	47, 745	9, 215	1, 714, 196
Total	4, 736, 527	914, 151	404, 673	78, 101	4, 051, 896	781, 919	9, 192, 606
							1, 774, 173

Exports in 1896.

Nature of goods exported.	Value.		Nature of goods exported.	Value.	
	<i>Franks.</i>			<i>Franks.</i>	
Hides, skins, bones, etc.....	1,010,351	\$174,997	Manufactured and wrought goods	27,374	\$5,183
Fishery.....	25,327	4,884	Clothing and boots.....	1,244	240
Colonial produce.....	572,943	110,578	Farinaceous food.....	2,900	560
Fruits, vegetables, seeds.....	346,968	66,965	Delf and glassware.....	1,400	270
Wood and timber.....	8,739	723	Provisions.....	879	170
Arms and ammunition.....	3,445	665	Mineral waters.....	297	57
Chemical products.....	2,674	513	Ores and minerals.....	3,500,280	675,554
Vegetable extracts and juices.....	9,180	1,772	Old metal and marine stores.....	23,068	4,400
Wines and spirits.....	59,476	11,479	Other goods not specified...	80,051	15,450
Fodder for cattle.....	63,676	11,289			
Lighting material.....	3,848	742	Total	5,748,552	1,109,470
Building material.....	1,075	207			
Tobacco and opium.....	8,327	1,607			

Of the 5,748,552 francs (\$1,109,470) of goods and merchandise exported in 1896, 5,548,508 francs (\$1,069,861) were of colonial origin and the balance imported goods. Apart from minerals, old metal, hides, and timber of the colony, exported to Europe and Australia, the balance of merchandise was for the islands and Tahiti.

Comparative table of imports and exports during the years 1895 and 1896.

	First quarter.		Second quarter.		Third quarter.	
	1896.	1895.	1896.	1895.	1896.	1895.
IMPORTS.						
France:	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>
In French ships	1, 071, 360	1, 036, 285	1, 163, 118	870, 754	1, 456, 572	931, 488
In foreign ships				1, 680		
Foreign:						
In French ships	646, 749	389, 750	521, 187	370, 177	422, 103	510, 911
In foreign ships	422, 814	505, 675	546, 840	457, 414	496, 653	443, 046
Total	2, 140, 923	1, 931, 710	2, 231, 145	1, 700, 025	2, 395, 328	1, 894, 445
Increase 1896	209, 213		231, 120		500, 883	
EXPORTS.						
Produce of the colony and the islands.....	1, 302, 568	670, 038	1, 244, 092	1, 774, 305	1, 063, 992	1, 736, 128
Increase 1896	632, 535		530, 213		673, 136	
Decrease 1896						
			Fourth quarter.		Total.	
			1896.	1895.	1896.	1895.
IMPORTS.						
France:			<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>
In French ships			1, 450, 160	970, 111	5, 141, 210	3, 808, 638
In foreign ships						1, 680
Foreign:						
In French ships			687, 063	479, 779	2, 297, 102	1, 759, 617
In foreign ships			287, 987	398, 452	1, 754, 294	1, 804, 587
Total			2, 425, 210	1, 848, 342	9, 192, 606	7, 374, 522
Increase 1896			576, 868		1, 818, 084	
EXPORTS.						
Produce of the colony and the islands.....			2, 138, 900	3, 598, 975	5, 748, 552	7, 779, 441
Increase 1896						
Decrease 1896			1, 460, 075		2, 030, 889	

Shipping in 1896.

	Number of vessels.	Tonnage.	Value of cargo.	Remarks.
INWARD.				
From France and her colonies under French flag.	19	42, 448	<i>Francs.</i> 5, 141, 210	By steam vessels.
From foreign countries:				
Under French flag.....	47	83, 941	2, 297, 102	Steamers.
Under foreign flag.....	54	56, 440	1, 754, 294	Steam and sailing vessels.
Total	120	182, 829	9, 192, 606	
OUTWARD.				
To France and her colonies under French flag.	22	55, 351	2, 414, 187	Steamers.
Foreign ports:				
Under French flag.....	65	71, 481	1, 755, 091	Do.
Under foreign flag.....	61	49, 161	1, 579, 274	Steam and sailing vessels.
Total	148	175, 993	5, 748, 552	

SAMOA.

The following paragraphs are from a report by Consul-General Osborn, dated Apia, December 20, 1897:

"This is the dull season of the year for trade. Merchants report light business, and suggest that trade may never be as good here as in the past, owing to the establishment of many stores in other parts of the islands, where goods are sold to natives as cheaply as in Apia, and that this deprives this place of much of the native trade.

"Of course, the principal export to the United States consists of copra, and of this, quite an amount has been exported since November 3, when I took possession of this office. I have issued five invoices, aggregating 689,226 pounds, of the declared value of \$17,365.27. This may be increased by the close of the year."

COOK ISLANDS.

A description of the islands was sent by Consul-General Churchill, under date of September 6, 1897, in answer to an inquiry of a resident of Massachusetts, to whom a copy of the report was sent. Mr. Churchill says:

"I must express my thanks to the courtesy of the British consul at this port, T. B. Ousack-Smith, esq., for the following statement concerning the island of Rarotonga.

"The Cook Islands are about 1,700 miles from Auckland by steamer. The most southerly, Mangaia, is in latitude 21° 47' S., and the most northerly, Aitutaki, in 18° 15' S. Rarotonga, the most westerly, is in 160° W., and Maukē, the farthest to the east, lies in 157° W. longitude. The group consists of seven islands—Mangaia, Atiu, Maukē, Mitiaro, the Hervey Islands proper, Aitutaki, and Rarotonga. The so-called Hervey Islands are an atoll, with the usual low islets on the surrounding reef, and are frequented by the natives from Aitutaki to make copra from the cocoanuts, which grow luxuriantly and without cultivation.

"Rarotonga is the most important, being the only island in the group with harbors. There are three small harbors in the coral reef with which this island is fringed. The best of these, Avatiu, is the center of trade for the group. There is also good anchorage outside the reef. Rarotonga is very beautiful and fertile, having a volcanic surface soil with coral subsoil. The island is small—about 25 miles in circuit—but the

central hills rise to a height of nearly 3,000 feet. Water is consequently good and abundant. The climate is good and unusually cool. The native population is over 2,000. The foreign population numbers some 50 adult males, engaged in trade or planting. They are chiefly British, with a mixture of Americans, Germans, French, and Chinese. There is a resident missionary of the London Missionary Society (Congregational), and a native school in which teachers are trained for missionary service in other islands, in connection with the London Missionary Society. Several of these teachers have been for some time past doing good service in other Pacific islands and in New Guinea.

"Mangaia is of about the same size as Rarotonga, but chiefly a coral formation, and less fertile. The climate is equally good, but the hills do not reach 500 feet in height. The population is about 2,000, with only four Europeans, who are engaged in trade. There is a resident English missionary and a native school.

"Aitutaki is smaller than Mangaia, but of the same character. It is surrounded by an ocean coral reef, as well as a shore reef. The ocean reef is said to be 60 miles in circuit, and the lagoon thus formed off one end of the island is a large sheet of water, capable, by a moderate outlay, of being made suitable for large vessels. The population is 1,500, with only one European trader. There is also a resident English missionary and a native school.

"Atiu, Mauké, and Mitiaro are all under the King of Atiu. Atiu resembles Aitutaki, but Mauké and Mitiaro are smaller. The joint populations are about 1,800. There are only two foreign residents, and the missionaries in charge are native teachers from Rarotonga.

"Communication within each island is entirely by roads and tracks. They have no river or coast traffic. Between the islands communication is entirely by sailing vessel; very uncertain and irregular. From Tahiti come regular trading vessels, and also from San Francisco. The only steam communication is by the *Richmond*, on her round trip from Auckland to Tahiti, calling at Rarotonga once in five weeks on her return trip.

PRODUCTS.

"Cotton, coffee, tobacco, copra, arrowroot, fungus, oranges, limes, bananas, and all tropical fruits grow here. Orange and lime trees produce abundantly and the fruit is of excellent quality, and all kinds of native food—taro, breadfruit, kumaras (sweet potatoes), yams, bananas, and the indigenous plantain—are fine and plentiful. Many products of a temperate clime do well, and cattle, but not sheep, thrive on an indigenous species of couch or wire grass.

"The Cook Islands were declared to be under British protection in October, 1888, and the Hervey Islands in June, 1889. The resident is paid by the government of New Zealand, and reports direct to the governor of that colony. Since his appointment he has succeeded in arranging for the election of a general legislature, to make laws for the group. The government is carried on by the arikis or queens, who are also the principal landowners. The chief of these, Queen Makea, whose husband (Frederick Banks) is Ariki or King of Atiu, has been acknowledged as head of the government, and an executive council, of which the arikis have been made ex officio members, has been appointed. A supreme court has been established, and a law has been passed regulating the sale of intoxicants and imposing a general ad valorem duty of 5 per cent on imports. The laws are subject to the approval of the resident. The British resident is F. J. Moss."

Value of exports declared for the United States at Samoa during the year ended June 30, 1897.

COPRA.

Quarter ending—	
December 31	\$650.01
March 31	30,027.00
June 30	10,728.00
Total	41,315.01

SOCIETY ISLANDS.

The trade of this colony for the year 1896 experienced a marked improvement as compared with the previous year; indeed, the volume of business transacted during the year was greater than in any previous period in the history of the colony.

All classes of produce were in demand, and values were greatly augmented in the markets of the United States and Europe.

The value of imports was \$584,788, an increase of \$98,723 over the year 1895. The total exports were valued at \$660,154, against \$486,805 for the previous year. The total trade amounted to \$1,244,942, with a balance in favor of the colony of \$75,366.

Imports into Tahiti for the year 1896.

Articles.	Value.	Articles.	Value.
Printed and plain cottons, calicoes, muslins, shirtings, etc.	\$112,575	Opium	\$1,175
Clothing and drapery	9,270	Paints, etc.	5,295
Ironmongery and hardware	87,730	Coal	3,435
General groceries, tinned provisions, and oilmen's stores	87,905	Lumber and building materials	20,755
Breadstuffs, grains, etc.	49,660	Kerosene oil	9,290
Beer, spirits, wine, etc.	25,495	Canvas, drill, and ships' stores	5,945
Livestock	9,395	Other articles	206,863
		Total	584,788

Exports from Tahiti during the year 1896.

Articles.	Quantity.	Value.
Cocoanuts	number 501,776	\$5,970
Coffee	pounds 6,875	1,365
Copra	tons 4,278	169,425
Cotton in bales	pounds 413,437	40,740
Cotton seed		1,065
Desiccated cocoanut	pounds 42,501	3,815
Fungus	do 11,350	480
Mother-of-pearl shell	tons 591	289,955
Oranges	number 4,065,540	9,730
Vanilla beans	pounds 59,134	80,285
Other articles		57,334
Total		660,154

Summary of trade between Tahiti and foreign countries for the year 1896.

Countries.	Imports.	Exports.	Total.
United States	\$273,014	\$328,374	\$601,388
France and colonies	78,434	8,053	86,487
Germany	10,132	58,774	68,906
Great Britain	93,696	128,237	221,933
New Zealand	77,227	106,518	183,745
Pacific Islands	52,285	30,198	82,483
Total	584,788	660,154	1,244,942

The trade of Tahiti with the United States showed an increase of \$208,622 as compared with the year 1895. During the past decade, the trade of the colony with the United States has advanced until at present it amounts to about 50 per cent of the total trade of the French possessions of Oceania.

Imports into Tahiti from the United States during the year 1896.

Cottons, calicoes, shirting, prints, salt provisions, flour, tinned meats, kerosene, ships' stores, sewing machines, etc \$273, 014

Exports from Tahiti to the United States during the year 1896.

Articles.	Value.	Articles.	Value.
Beeswax	\$504	Mother-of-pearl shells	\$202, 790
Cocoanuts	4, 550	Toa logs	3, 500
Coffee	1, 471	Vanilla beans	50, 489
Copra	51, 447	Other articles	1, 802
Cotton	9, 893	Total	\$28, 374
Decolated cocoanut	1, 717		
Fungus	211		

Summary of trade with the United States for the years 1892-1896, inclusive.

Year.	Imports.	Exports.	Total.
1892	\$204, 500	\$328, 651	\$533, 151
1893	211, 956	319, 687	531, 643
1894	248, 975	287, 036	536, 011
1895	217, 115	175, 651	394, 766
1896	273, 014	328, 374	601, 388

BANKING AND EXCHANGE.

For the past thirty years or more, the commercial currency of this colony has been Chilean and Peruvian silver dollars and fractional coin. Bills of exchange on the United States sell at 100 per cent premium; on New Zealand, London, and Hamburg, 95 per cent premium; and on France, 92 per cent premium.

The banking facilities are very inadequate and unsatisfactory. The one institution established for this purpose is hardly a bank in the strict sense; it is under exclusive Government control and is intended to aid agricultural interests, but, owing to the many formalities and the requirement of two equally competent guaranties, loans are difficult to obtain at critical times. In the main, therefore, the merchants conduct the banking business themselves, charging from 12 to 20 per cent interest for accommodations. Some system of banking is needed here to facilitate loans to merchants and planters.

COMMUNICATION.

At this time, there is a line of three American sailing ships making monthly trips between Tahiti and San Francisco. By these vessels, about 65 per cent of the trade of the colony is carried. There is, however, great necessity for steam communication with the United States, inasmuch as the distance is 3,650 miles. It is needless to say that the trade of the United States with the colony would vastly improve with the establishment of steam communication.

Between Tahiti and Auckland, New Zealand, a distance of 2,400 miles, one British steamer makes monthly trips, carrying about 20 per cent of the trade. While these are the two most important lines of communication, there is also a line of three French sailing vessels plying between Tahiti and France, making three trips per annum. Concerning inter-island communication, there are several lines established between important points.

Shipping arriving at Tahiti during 1896.

Nationality.	Sailing.		Steam.		Total.	
	Num- ber.	Tons.	Num- ber.	Tons.	Num- ber.	Tons.
American.....	16	6,097	.....	.....	16	6,097
French.....	2	1,268	.....	.....	2	1,268
French, coasters.....	231	6,713	.....	.....	231	6,713
British.....	.....	.....	20	10,613	20	10,613
British, coasters.....	10	780	.....	.....	10	780
Danish.....	3	1,353	.....	.....	3	1,353
Sweden and Norway.....	2	2,024	.....	.....	2	2,024
Others.....	2	437	.....	.....	2	437
Total.....	266	18,672	20	10,613	286	29,285

J. LAMB DOTY, *Consul.*

TAHITI, May 31, 1897.

Value of exports declared for the United States from Tahiti, Society Islands, during the year ended June 30, 1897.

Articles.	Quarter ending—				Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Beeswax.....	\$235.28	\$134.00	.....	.....	\$369.28
Cocoanuts.....	830.00	984.00	\$1,278.46	\$2,069.60	5,162.06
Copra.....	4,536.87	86,652.81	5,491.95	16,870.75	63,552.38
Cotton.....	17.87	3,206.55	1,718.29	10,244.20	15,186.91
Desiccated cocoanut.....	384.62	488.02	421.12	409.30	1,703.06
Fungus.....	51.03	111.13	31.38	447.42	640.96
Logs (hard wood).....	.....	.....	60.00	4.62	64.62
Miscellaneous.....	619.16	109.20	35.75	311.73	1,075.84
Mother-of-pearl shell.....	24,962.82	92,857.77	58,819.61	35,813.54	212,473.74
Vanilla beans.....	12,668.84	10,968.55	27,552.01	80,424.46	81,633.86
Total.....	44,326.49	145,512.03	95,408.57	96,605.62	381,852.71

Shipping arriving and clearing at Tahiti during the calendar year 1896.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
American.....	16	6,097	.....	.....	16	6,097
French.....	2	1,268	.....	.....	2	1,268
French, coasters.....	231	6,713	.....	.....	231	6,713
British.....	.....	.....	20	10,613	20	10,613
British, coasters.....	10	780	.....	.....	10	780
Danish.....	3	1,353	.....	.....	3	1,353
Sweden and Norway.....	2	2,024	.....	.....	2	2,024
Chilian.....	2	437	.....	.....	2	437
Total.....	266	18,672	20	10,613	286	29,285

CLEARED.

American.....	14	5,993	.....	.....	14	5,993
British.....	1	149	20	10,613	21	10,762
British, coasters.....	8	608	.....	.....	8	608
French.....	2	1,268	.....	.....	2	1,268
French, coasters.....	240	6,556	.....	.....	240	6,556
Danish.....	3	1,353	.....	.....	3	1,353
Norway.....	1	954	.....	.....	1	954
Chilian.....	1	237	.....	.....	1	237
Total.....	270	17,118	20	10,613	290	27,731

APPENDIX.

CUSTOMS TARIFF AND PORT REGULATIONS FOR CUBA.¹

The customs tariff of the United States continues to be applied to imports from Cuba.

The new tariff for customs duties upon imports at the ports in Cuba in possession of the United States, which has just been published by the War Department, corresponds generally to the minimum rates of the tariff formerly in force in the island. By reference to Consular Reports No. 207 (December, 1897) the Cuban tariff which was promulgated last September will be found in full, and the rates known as "revenue duties" have been practically adopted as a basis for the new tariff, the chief difference being that a duty has been imposed on tobacco, cigars, and cigarettes. The export duties on wood and leaf tobacco remain the same.

This tariff was prepared for application to the province of Santiago de Cuba, but according to the Executive order, which appears on the introductory page, it will be enforced in any port or place in Cuba upon the occupation or possession of the same by United States forces. The order reads:

WAR DEPARTMENT, *Washington, August 8, 1898.*

The following order of the President is published for the information and guidance of all concerned:

EXECUTIVE MANSION, *August 8, 1898.*

By virtue of the authority vested in me as commander in chief of the Army and Navy of the United States of America, I do hereby order and direct that upon the occupation and possession of any ports and places in the Island of Cuba by the forces of the United States the following tariff of duties and taxes, to be levied and collected as a military contribution, and regulations for the administration thereof, shall take effect and be in force in the ports and places so occupied.

Questions arising under said tariff and regulations shall be decided by the general in command of the United States forces in that island.

Necessary and authorized expenses for the administration of said tariff and regulations shall be paid from the collections thereunder.

Accurate accounts of collections and expenditures shall be kept and rendered to the Secretary of War.

WILLIAM MCKINLEY.

Upon the occupation of any ports or places in the Island of Cuba by the forces of the United States the foregoing order will be proclaimed.

R. A. ALGER, *Secretary of War.*

Importations from the United States under the tariff just published are dutiable like other commodities.

The monetary unit of Cuba is the peso, which is divided into 100 centavos. The statement is made in the tariff that the current value of the peso is about 3s. 10d., or 93.2 cents. The Treasury Department

¹The above is from the monthly Bulletin for August, 1898, Bureau of American Republics.

values the peso at 92.6 cents, and this estimate has been followed in making the reductions in the table which follows. The equivalent of the kilogram is 2.2046 pounds.

The duties on the most important articles exported from the United States to Cuba are:

	Pesos.	United States equivalent.
Coal.....per 1,000 kilos (2,204.6 pounds).....	0.40	\$0.37
Oleonaphtha, crude petroleum, and crude oils derived from schists, per 100 kilos (220.46 pounds).....	*3.08	2.85
Petroleum and other mineral oils, rectified or refined, destined for illumination; benzine, gasoline, and mineral oils, not specially mentioned.....per 100 kilos.....	5.20	4.81
Glass:		
Common hollow glassware; electric insulators.....do.....	.30	.27
(Common bottles for rum, beer, and sparkling wines made with native fruit enjoy a rebate of 60 per cent of the duties stipulated when imported and declared in the custom-house by the manufacturers of said beverages.)		
Crystal and glass imitating crystal—		
Articles cut, engraved, or gilt.....per 100 kilos.....	10.00	9.26
Articles, other.....do.....	5.40	5.03
Plate glass and crystal—		
Slabs, paving or roofing.....do.....	1.05	1.52
For windows or in other articles (when neither polished, beveled, engraved, nor annealed).....per 100 kilos.....	3.40	3.14
Window glass set in lead and polished, or bevel plate glass.....do.....	4.00	3.70
Glass and crystal, tinted, silvered, or coated with other metals—		
Common mirrors not exceeding 2 millimeters in thickness, coated with red or dark mercurial varnish.....per 100 kilos.....	8.00	7.40
Mirrors, other, not beveled.....do.....	12.50	11.57
Mirrors, beveled.....do.....	15.00	13.89
Wrought iron and steel:		
Rolled—		
Rails.....per 100 kilos.....	.85	.78
Bars, rods, tires, hoops, and beams.....do.....	.90	.83
Bars of all kinds of fine crucible steel.....do.....	1.50	1.38
Sheets, rolled—		
Neither polished nor tinued, of 3 millimeters and more in thickness.....do.....	1.10	1.01
Neither polished nor tinued, less than 3 millimeters in thickness, and hoop iron.....per 100 kilos.....	1.20	1.11
Tinned and tin plate.....do.....	1.50	1.38
Polished, corrugated, perforated, cold-rolled, galvanized or not, and bands of polished hoop iron.....per 100 kilos.....	1.80	1.20
Cast in pieces, in the rough, neither polished, turned, nor adjusted, weighing, each—		
25 kilograms or more.....per 100 kilos.....	1.00	.92
Less than 25 kilograms.....do.....	1.35	1.25
Cast in pieces, finished—		
Wheels weighing more than 100 kilograms, fish plates, chairs, sleepers, and straight axles, springs for railways and tramways, lubricating boxes.....per 100 kilos.....	1.20	1.11
Wheels weighing 100 kilograms or less, springs other than for railways and tramways, bent axles, and cranks.....per 100 kilos.....	1.40	1.29
Pipes—		
Covered with sheet brass.....do.....	1.40	1.29
Other, galvanized or not.....do.....	1.40	1.29
Wire, galvanized or not—		
2 millimeters or more in diameter.....do.....	1.00	.92
More than one-half and up to 2 millimeters in diameter.....do.....	1.30	1.20
One-half millimeter or less in diameter, and wire covered with any kind of tissue.....per 100 kilos.....	1.60	1.48
In large pieces, composed of bars or of bars and sheets fastened by means of rivets or screws; the same, unriveted, perforated, or cut to measure for bridges, frames, and other buildings.....per 100 kilos.....	1.80	1.66
Anchors, chains for vessels or machines, moorings, switches, and signal disks.....per 100 kilos.....	1.65	1.52
Wire gauze—		
Up to 20 threads per inch.....do.....	2.00	1.85
Of 20 threads or more per inch.....per kilo.....	.06	.05
(Wire gauze affixed to frames or otherwise wrought shall be liable to a surtax of 40 per cent.)		
Cables, fencing (barbed wire), and netting; furniture springs.....per 100 kilos.....	1.00	.92
Tools and implements—		
Hammers and anvils.....do.....	.80	.74
Fine, for arts, trades, and professions, of crucible steel.....do.....	8.00	7.40
Other.....do.....	2.50	2.31
Screws, nuts, bolts, washers, and rivets; Parisian and similar tacks.....do.....	1.00	.92
Nails, clasp nails, and brads.....do.....	1.00	.92

* This is given in the tariff as 8.03 pesos, but as in the original tariff it was 3.06, it is thought to have been a mistake in printing.

	Pesos.	United States equivalent.
Wrought iron and steel—Continued.		
Machinery and apparatus employed in industry or locomotion—		
Weighing machines.....per 100 kilos..	1.60	\$1.48
Machinery and apparatus for making sugar and brandy.....do...	.50	.46
Agricultural machinery and tools.....do...	.80	.74
Steam motors, stationary.....do...	3.75	3.47
Bollers—		
Of sheet iron.....do...	3.00	2.77
Tubular.....do...	3.75	3.47
Locomotives and traction engines.....do...	4.50	4.16
Turntables, trucks, and carts for transshipment, hydraulic cranes and columns.....per 100 kilos..	1.50	1.38
Sewing machines and detached parts.....do...	4.00	3.70
Velocipedes.....do...	4.00	3.70
Railway carriages of all kinds for passengers, and finished wooden parts for same.....per 100 kilos..	4.80	4.44
Vans, trucks, and cars of all kinds; miners' trolleys, and finished wooden parts for same.....per 100 kilos..	2.10	1.94
Tramway carriages of all kinds, and finished wooden parts for same.....do...	7.60	7.03
Carts and handcarts.....do...	3.80	3.51
Meat products:		
Meat in brine.....do...	3.00	2.77
Pork and lard, including bacon.....do...	6.30	5.83
Jerked beef (tasajo).....do...	3.96	3.66
Meat of all other kinds.....do...	3.60	3.33
Butter.....do...	4.40	4.07
Cereals:		
Wheat.....do...	1.20	1.11
Other.....do...	1.20	1.11
(Germinated or sterilized barley employed in the manufacture of beer shall be exempt from the provisional fiscal duty.)		
Flour of wheat.....per 100 kilos..	1.50	1.38
Garden produce, fruits, etc.:		
Pulse, dried.....do...	1.30	1.20
Garden produce and pulse, fresh.....do...	.75	.69
Fruits:		
Fresh.....do...	1.00	.92
Dried.....do...	1.75	1.62
Carob beans; seeds not specially mentioned.....do...	.20	.18
Fodder and bran.....do...	.25	.23
Wood:		
Staves.....per thousand..	2.00	1.85
Ordinary, in boards, deals, rafters, beams, round, and timber for shipbuilding, per cubic meter.....do...	1.00	.92
Ordinary, planed or dovetailed, for boxes and flooring, broomsticks, and cases in which imported goods are packed.....per 100 kilos..	.40	.37
Fine, for cabinetmakers—		
In boards, deals, trunks, or logs.....do...	3.00	2.77
Sawed in veneers.....do...	4.85	4.02
Coopers' wares, in shooks; also hoops and headings.....do...	.90	.83
Cut, for making casks for sugar or molasses.....do...	.15	.13
Lattice-work and fencing.....do...	1.50	1.38
Common furniture and manufactures of wood.....do...	2.00	1.85
Fine furniture and manufactures.....do...	12.00	11.11

Arms of war of all kinds, projectiles and ammunition, firearms and explosives (unless specially authorized), butter and animal greases, destined for alimentary purposes, manufactured with margarine or oleomargarine, objects offensive to morality, and artificial and adulterated wine are prohibited.

The free list comprises natural manures; trees, plants, and moss in a natural state; national products returned from foreign exhibitions; carriages, trained animals, portable theaters, panoramas, wax figures, and other similar objects for public entertainment imported temporarily; receptacles exported from Cuba with fruit, sugar, honey, and brandy and reimported empty; furniture (used) of persons coming to settle in the island; samples of felt, wall paper, and tissues (under certain conditions); samples of trimmings of no commercial value; specimens and collections of mineralogy, botany, zoology, small models for public museums, etc.; archæological and numismatical objects and

works of fine art for museums, etc.; gold in bars, powder, or coined; also national silver or bronze coins, and travelers' effects.

ENTRANCE AND CLEARANCE OF VESSELS.

Every vessel shall, on arrival, be placed under military guard until discharged. Passengers without dutiable property can land at once.

Goods not declared on the manifest are subject to 25 per cent additional duty when discovered. If any articles named on the manifest are missing, the vessel shall pay \$1 per ton measurement unless the deficiency is explained.

Within twenty-four hours after arrival of vessel the master must, under penalty for failure of \$1 per ton, registry measurement, produce the proper manifest, with the proper marks, descriptions, etc., certified by the collector of the port of sailing, if the vessel is from the United States; if from a foreign port, certified by the United States consul or commercial agent; or if there be no such officer at the port, by the consul of any nation at peace with the United States. And the register of the vessel shall, upon arrival in Cuba, be deposited with the consul of the nation to which she belongs, if any there be, or with the commandant at the port, until the master shall have paid tonnage taxes and port charges.

No vessel can clear for another port until her cargo is landed or accounted for. All goods not duly entered for payment of duty within ten days after their arrival in port shall be landed and stored, the expense thereof to be charged to the goods. Before leaving a port the master shall deposit with the proper officer a manifest of the cargo. No clearance shall be granted to any port in Cuba not in possession or under control of the United States.

TONNAGE DUES.

On each entry of a vessel, except from a port in Cuba in possession of the United States, per net ton \$0.20
On each entry from another port in Cuba in possession of the United States.. .02

Vessels in ballast pay half the above-named duties.

Vessels belonging to the United States Government, vessels of neutral foreign governments not engaged in trade, vessels in distress, yachts belonging to an organized yacht club of the United States or neutral foreign nations are exempt from tonnage dues.

The tonnage of a vessel shall be the net or register tonnage expressed in her national certificate of register.

LANDING CHARGES.

The tax of \$1 on each ton of merchandise imported or exported, hitherto imposed as a substitute for tonnage taxes, is abolished.

The present exemption of coal from this tax is continued.

The present export tax of 5 cents per gross ton on ore is abolished.

SPECIAL CHARGES AT SANTIAGO.

The harbor-improvement taxes at Santiago will continue to be levied as at present, as follows:

Each steamer entering	\$8.50
Each sailing vessel entering	4.25
Each ton of cargo landed from a steamer .....	.25
Each ton of cargo landed from a sailing vessel .....	.125
Each ton of coal landed from a steamer .....	.125
Each ton of coal landed from a sailing vessel .....	.10

SHIPPING REGULATIONS.

The Bureau of Navigation of the United States Treasury, on the 15th of August, issued a circular stating that vessels may clear to ports in Cuba and Porto Rico, subject to the laws and regulations in force relating to clearances, except that vessels of the United States only will be cleared for the transportation of merchandise in the trade between the United States and Porto Rico. Trade with Cuba and Porto Rico has therefore been reopened, so far as the United States is concerned, by the order to grant clearances. The order leaves traffic between the United States and Cuba in foreign vessels undisturbed, but limits the export trade of the United States to Porto Rico to United States vessels; but foreign goods may be carried in foreign vessels, even though they touch at a United States port before going to Porto Rico.

INDEX.

VOLUME I.

	Page.
Values of foreign coins.....	7
Tables of foreign weights and measures.....	11
Message from the President transmitting Commercial Relations.....	15
Instruction to consular officers of the United States.....	17

REVIEW OF THE WORLD'S COMMERCE, 1896-97.

Aden.....	168
Africa.....	70,
Commerce—	
Belgium.....	107
France.....	106
Germany.....	107
Great Britain.....	105
United States.....	107
United States, 1896-97.....	70
East.....	101
German East Africa.....	102
Madagascar.....	101
Mauritius.....	104
Réunion.....	105
Zanzibar.....	103
North.....	71
Algeria.....	74
Canary Islands.....	71
Egypt.....	77
Madeira.....	73
Morocco.....	73
Summary of trade for North Africa.....	79
Tripoli.....	76
Tunis.....	75
South.....	92
Cape Colony.....	92
Mozambique.....	96
Natal.....	94
Orange Free State.....	100
South African Republic.....	98
West.....	79
Angola.....	88
British possessions—	
Gambia.....	81
Gold Coast.....	82
Lagos.....	83
Niger Protectorate.....	84
Sierra Leone.....	82
Summary.....	85
French possessions—	
Ivory Coast.....	81
Senegal.....	80
Kongo Free State.....	88
Liberia.....	86
Résumé for West Coast.....	90

	Page
African markets for American goods	107
Algeria	74
American goods, African markets for	107
America, North:	
Dominion of Canada	109
Mexico	113
West Indies	124
Angola	88
Argentina	147
Asia:	
Aden	168
British India	169
Ceylon	171
China	171
Dutch India	176
French Cochinchina	178
Hongkong	175
Japan	178
Korea	190
Persia	190
Philippine Islands	191
Siam	193
Straits Settlements	195
Turkey in Asia—	
Asia Minor	196
Syria	197
Palestine	198
United States commerce with	164
Australasia:	
New South Wales	201
New Zealand	201
South Australia	202
Victoria	203
Australasia and Polynesia, United States commerce with	199
Australia, South	202
Austria-Hungary	215
Bahamas	128
Barbados	128
Belgium	218
Belgium, commerce with Africa	107
Bermuda	129
Bolivia	148
Brazil	149
British colonial trade	281
British Guiana	156
British Honduras	118
British India	169
British West Africa. (<i>See Africa, West.</i>)	
British West Indies. (<i>See West Indies.</i>)	
Bulgaria	222
Canada, Dominion of	109
Canary Islands	71
Cape Colony	92
Central America:	
British Honduras	118
Costa Rica	119
Guatemala	120
Honduras	120
Nicaragua	121
Salvador	124
Trade with the United States	116
Ceylon	171
Chile	150
China	171
Cochin China, French	178
Coins and currencies, foreign, values of	7
Colombia	151

	Page
Colonial trade, British	281
Commerce :	
Africa with Belgium	107
Africa with Great Britain	105
Africa with France	106
Africa with Germany	107
Africa with United States	107
Africa with United States, 1896-97	70
United States, 1896-97	25
United States, 1888-1897	69
United States with Asia	164
United States with Australasia and Polynesia	199
United States with Central America	116
United States with Europe	208
United States with South America	142
United States with West Indies	124
Costa Rica	119
Cuba	134
Currencies, foreign. (See Coins.)	
Danish West Indies. (See West Indies.)	
Denmark	223
Dutch Guiana	157
Dutch India	176
Dutch West Indies. (See West Indies.)	
East coast of Africa. (See Africa, East.)	
Ecuador	154
Egypt	77
Europe:	
Austria-Hungary	215
Belgium	218
Bulgaria	222
Denmark	223
France	224
Germany	231
Greece	240
Italy	242
Malta	245
Netherlands	246
Portugal	249
Roumania	250
Russia	250
Servia	256
Spain	256
Sweden and Norway	258
Switzerland	262
Turkey	265
United Kingdom	266
United States commerce with	208
Exports, United States, 1896-97	45
Falkland Islands	156
Fiji	205
France	224
Commerce in 1896, 224; in 1897, 225; extension of United States trade, 225.	
France, commerce with Africa	106
French, Cochín China	178
French Guiana	157
French West Africa. (See Africa, West.)	
French West Indies. (See West Indies.)	
Gambia	81
Germany	231
Trade in 1895 and 1896, 231; trade in 1897, 232; production and consumption, 232; sugar-beet industry, 233; effect of United States tariff, 234; opening for United States products, 235.	
Germany, commerce with Africa	107
German East Africa	102
Gold coast	82
Great Britain, commerce with Africa	105

	Page
Greece	240
Gaundeloupe	182
Guatemala	120
Guianas:	
British	156
Dutch	157
French	157
Haiti	133
Hawaii	204
Honduras	120
Honduras—British	118
Hongkong	175
Imports, United States, 1896-97	28
India:	
British	169
Dutch	176
Instruction to consular officers	17
Introduction to Review of the World's Commerce	19
Italy	242
Ivory coast	81
Jamaica	129
Japan	178
New currency legislation, 179; economic conditions, 180; industrial development, 185; merchant marine, 186; railways, 186; treaty ports, 187; trade with Great Britain, 187; trade with the United States, 187.	
Kongo Free State	88
Korea	190
Lagos	83
Leeward Islands	129
Liberia	86
Madagascar	101
Madeira	73
Malta	245
Markets, African, for American goods	107
Martinique	182
Mauritius	104
Measures, foreign. (<i>See Weights.</i>)	
Message from the President, inclosing letter from the Secretary of State, transmitting Commercial Relations, 1896-97	15
Mexico	113
Morocco	78
Mozambique	96
Natal	94
Netherlands	246
New Caledonia	206
New South Wales	201
New Zealand	201
Nicaragua	121
Niger Protectorate	84
North Africa. (<i>See Africa, North.</i>)	
Norway. (<i>See Sweden.</i>)	
Orange Free State	100
Palestine	198
Paraguay	158
Persia	190
Peru	159
Philippine Islands	191
Polynesia:	
Fiji	205
Hawaii	204
New Caledonia	206
Samoa	206
Society Islands	207
Polynesia, United States commerce with. (<i>See Australasia and Polynesia.</i>)	
Portugal	249
Puerto Rico	140
Réunion	105
Roumania	250

	Page.
Russia	250
Commerce, 250; agriculture, 251; industrial development, 251; trade with the United States, 252; currency, 254.	
Salvador	124
Samoa	206
Santo Domingo	193
Senegal	80
Servia	256
Siam	198
Sierre Leone	82
Society Islands	207
South Africa. (<i>See Africa, South.</i>)	
South African Republic	98
South America:	
Argentine Republic	147
Bolivia	148
Brazil	149
Chile	150
Colombia	151
Ecuador	154
Falkland Islands	156
Guianas:	
British	156
Dutch	157
French	157
Paraguay	158
Peru	159
United States commerce with	142
Uruguay	160
Venezuela	162
South Australia	202
Spain	256
Spanish West Indies. (<i>See West Indies.</i>)	
Straits Settlements	195
Sweden and Norway	258
Switzerland	262
Syria	197
Trade summary:	
British West Africa	85
North Africa	79
West Africa	90
Trinidad	181
Tripoli	76
Tunis	75
Turkey	265
Turkey in Asia:	
Asia Minor	196
Syria	197
Palestine	198
Turks Island	181
United States:	
Commerce, 1888-1897	69
Commerce, 1896-97	25
Commerce with Africa	107
Commerce with Africa, 1896-97	70
Commerce with Asia	164
Commerce with Australasia and Polynesia	199
Commerce with Central America	116
Commerce with Europe	208
Commerce with South America	142
Commerce with West Indies	124
Exports	45
Imports	28
United Kingdom	266
Commerce in 1897, 266; industrial conditions, 269; textile industry, 271; exports of woolen goods to America, 273; competition with American iron and steel, 275; United States products, 277; British colonial trade, 281.	

	Page
Uruguay.....	160
Venezuela.....	162
Victoria.....	203
Weights and measures, foreign.....	11
West African trade, summary of.....	90
West coast of Africa. (<i>See</i> Africa, West.)	
West Indies:	
British colonies—	
Bahamas.....	128
Barbados.....	128
Bermuda.....	129
Jamaica.....	129
Leeward Islands.....	130
Sugar industry.....	127
Trinidad.....	131
Turks Island.....	131
Danish colonies.....	131
Dutch colonies.....	132
French colonies—	
Guadeloupe.....	132
Martinique.....	132
Haiti.....	133
Santo Domingo (Dominican Republic).....	133
Spanish colonies—	
Cuba.....	134
Puerto Rico.....	140
United States commerce with.....	124
Zanzibar.....	103

REPORT OF CONSULAR OFFICERS.

Abercrombie, W. H. (consul, Nagasaki), annual report.....	1066
Aden.....	987
Imports and exports, 987; trade with United States, 987; shipping, 988;	
Suez Canal traffic, 940; declared exports, 940.	
Africa:	
Algeria.....	287
British South Africa.....	294
Egypt.....	301
German East Africa.....	304
Liberia.....	313
Madagascar.....	315
Madeira.....	323
Mauritius.....	323
Morocco.....	331
St. Helena.....	349
Senegal.....	351
Sierra Leone.....	352
Tunis.....	353
Zanzibar.....	354
Alf, A. (vice consul, Canton), annual report.....	979
Algeria.....	287
Port of Algiers, 287; port charges, 288; United States goods, 289; trade	
with United States, 290; navigation, 291; imports, 298; exports, 296.	
Allen, H. N. (consul-general, Seoul), annual report.....	1085
Antigua.....	618
Imports, 618; currency, 618; exchange, 618; transportation, 619; port	
regulations, 619; credits, 619; imports and exports, by countries, 619;	
imports from United States, 620; shipping, 621.	
Argentine Republic.....	774
Buenos Ayres—Imports and exports, 774; navigation, 776; port dues,	
777; sanitary regulations, 778; United States trade, 778; railways, 779;	
tramways, 780; postal rates, 780; pastoral and agricultural, 781; min-	
ing, 781; area and population, 782; citizenship, 782; prices and wages,	
783; port works, 782; revenue and finance, 783; freight rates, 784;	
exchange, 784; licenses, 784; post and telegraph, 784.	
Cordova—Commerce, manufactures, and agriculture, 785.	

Asia:	Page.
Aden	937
British India	941
Ceylon	962
China	966
Dutch India	1040
French Cochin China	1046
Hongkong	1035
Japan	1047
Korea	1085
Maskat	1088
Persia	1088
Philippine Islands	1095
Siam	1098
Straits Settlements	1117
Turkey in Asia	1187
Palestine	1180
Syria	1148
Australasia:	
New South Wales	1165
New Zealand	1194
South Australia	1202
United States, exports declared for	1221
Victoria	1213
Bahamas	624
Commerce, 625; currency and tariff, 625; transportation, 625.	
Barbados	626
Sugar industry, 626; commerce, 627; shipping, 628; railway, 628; mining, 628.	
Barlow, A. D. (consul-general, Mexico City), annual report	467
Barrett, J. (consul-general, Bangkok):	
Annual report	1098
Supplementary	1112
Battle, E. (consul, Acapulco), annual report	491
Bell, G. W. (consul, Sydney):	
Annual report	1165
Our trade with Australia	1170
Trade with the United States in 1897	1181
Benedict, J. S. (commercial agent, Campbellton), annual report	405
Bergholz, L. (consul, Erzerum):	
Annual report	1187
Supplementary	1142
Bermuda	629
Imports, 629; exports, 630; imports and exports by countries, 631; St. Georges, 631.	
Bidlake, J. (consul, Barranquilla), annual report	856
Bishop, E. F. (consul, Chatham), annual report	360
Bolivia	786
Movement of custom-house of Antofagasta, Chile, 786; income of La Paz custom-house, 787; income of Oruro custom-house, 787; imports through Mollendo, 788; movement of custom-house of Uyuni, 788; exports through Mollendo, 789; imports through Uyuni, 789; through Uyuni, Arica, and Tacna, 790; income of custom-house of Arica, 790; exchange, 791; exports through Antofagasta, 791.	
Brazil	792
Bahia—Trade customs, decrease in commerce, 792.	
Para—Banks, 793; imports, 793; shipping, 794; need of communication with United States, 794.	
Santos—State of Sao Paulo: Geography, products, etc., 795; yellow fever, 795; health in Santos, 797; description of Santos, 797; city of Sao Paulo, 799; agriculture, 799; shipping at Santos, 799; freight rates and cable service, 801; banking, 802; exchange, 802; customs receipts, 803; imports, 804; immigration and colonists, 804; railways, 805; coffee cultivation and trade, 810; imports into Sao Paulo, 821; cotton factories, 822; United States trade at Santos, 822; customs duties, 824; commerce of France and Brazil, 825; port regulations, 826; exchange, 824; shipping, 836; immigration, 837; advice to United States exporters, 838; imports by countries, 839.	
United States, exports declared for, 842.	

	Page
Brice, A. C. (consul, Matanzas), trade	767
British Columbia	387
Vancouver—Geographical, 396; imports, 396; iron manufactures, tin plate, 397; petroleum, 398; carpets, 398; exports, 399; mineral productions, 399; tariff, transportation, etc., 400; details of imports and exports, 401.	
Victoria—Imports and exports, 388; collieries, 389; mine products, 390; licenses, 390; pilot fees, 390; port regulations, shipping, 391; tobacco, 392; commercial credits, 392; quarantine, 393; salmon, 394; general business, 394; trade with United States, 395.	
British Guiana	878
Trade in general, 879; imports and exports, 879; tariff changes, 880; shipping, 880; food stuffs, 880; bicycles, 880; decrease in United States trade, 881; gold mines, 881; railroads, 881; postal rates, 881; decrease in all imports, 881; declared exports, 882.	
British Honduras	518
Improvements, 518; imports and exports, 514; trade with United States, 515; currency and prices, 517; wages, 518; duties, 518; transportation, port charges, 518; credits, 519; patents, 519; imports and exports by countries, 519; trade with England and United States, 520; imports in detail, 521; exports in detail, 522; imports from and exports to the United States, 523; declared exports, 530; navigation, 530.	
British India	941
Bombay—Industries, 955; imports, 955; packing and commercial conditions, 956; tariff, 957; postal rates, 957; transportation, 957; quarantine and other regulations, 958; United States trade, 958; shipping, 958; trade of Bombay and Kurrachee, and duties collected, 959; exports to Europe, 960; imports into Bombay in detail, 960; exports, 961; value of rupee, 962.	
Calcutta—Currency and finance, 941; commerce, 942; trade by countries, 943; cotton goods, 944; jute, 946; spinning and weaving, 947; metals, 948; mineral oil, 949; articles of food and drink, 950; distribution of jute and cotton, 951; indigo, 952; review of trade, 952; shipping, 952; railways, 953; wages, 953; trade of Calcutta, 954.	
British South Africa	294
Immigration, 295; commerce, 296; imports from United States, 297; tariff, 297; freight rates, 299; declared exports, 299; shipping, 300.	
British West Indies	618
Antigua, 618; Bahamas, 624; Barbados, 626; Bermuda, 629; Jamaica, 631; St. Christopher, 697; Trinidad, 705; Turks Island, 715; United States, exports declared for, 718.	
Brown, W. C. (consul, Newcastle), annual report	1189
Buford, L. M. (consul, Paso del Norte), annual report	502
Burke, D. N. (consul-general, Tangier), annual report	331
Burke, R. M. (consul, Chihuahua), annual report	487
Caldwell, J. C. (consul, San Jose):	
Annual report	532
Supplementary	533
Campbell, J. P. (consul, Port Louis), trade	329
Canada, W. W. (consul, Vera Cruz), annual report	487
Canada, Dominion of	356
British Columbia—Vancouver, 396; Victoria, 387.	
Manitoba—Winnipeg, 404.	
New Brunswick—Campbellton, 405; St. John, 411; St. Stephen, 417; Woodstock, 417.	
Nova Scotia—Halifax, 418; Windsor, 428.	
Ontario—Amherstburg, 359; Chatham, 360; Clifton, 362; Guelph, 364; Kingston, 366; London, 367; Morrisburg, 369; Ottawa, 355; Palmers- ton, 372; Port Hope, 380; Stratford, 384; Windsor, 385.	
Quebec—Coaticook, 432; Sherbrooke, 440; Three Rivers, 441.	
United States, declared exports to, 442.	
Caples, J. F. (consul, Valparaiso), trade	844
Central America:	
British Honduras	513
Costa Rica	531
Guatemala	540
Honduras	541
Nicaragua (Managua, 543; San Juan del Norte, 555)	543

Central America—Continued.	Page
Salvador	618
United States, exports declared for	617
Ceylon	962
Imports, 968; exports, 964; trade with United States, 965; declared exports, 965.	
Chapelle, A. (vice-consul, Tunis) Tunis	858
Child, J. T. (consul, Hankow), annual report	1021
Chile:	
Exports from Valparaiso to United States, 844; imports into Chile, 844; exports, 845; imports, 1897, 846; shipping, 846; port regulations, 848; report from Arica, 855; declared exports, 855.	
China:	
Amoy—Imports and exports, 966; tea, 967; ginseng, 968; imports by countries, 969; exports by countries, 970; navigation, 970; trade with United States, 971; shipping, 971; description of imports: opium, 972; cotton goods, 972; woolen goods, 973; metals, 973; oil, 973; foreign goods, 974; native goods, 974; exports in detail, 975.	
Canton—Exports and imports, 976; imports from United States, 977; summary of trade, 977; tariff, 978; opening of West River, 978; telegraphs, 978; electricity, 978; bicycles, 978; fire engines, 979; Wuchow notes; railways in China, 979; Canton harbor regulations, 980; West River trade regulations, 981.	
Chefoo—Shipping, 984; imports, 985; exports, 987; imports from America and England, 988; industrial progress, 989; geography, 989; minerals, 990; Kiao Chou Bay, 990; American interests, 992; suggestions, 992; exchange, 994.	
Chinkiang—Railway from Hankow to Peking, 996; river traffic, 996; imports, 997; commercial conditions, 997; kerosene, 998; trade with United States, 998; crop failure, 999.	
Chungking—Imports, 1000; exports, 1001; industries, 1002; currency, 1003; wages, 1004; United States trade, 1004; communication, 1004; trade in 1896, 1005; kerosene, 1006; imports from United States, 1006; river traffic, 1007; customs returns, 1008; imports and exports, 1009; value of trade, 1011; trade in 1897, 1011; comparative trade for three years, 1012; details of trade in 1897, 1018; agriculture in Szechuan, 1016.	
Foochow—Industries, 1019; imports, 1019; transportation, 1020; wages, 1020; currency, 1020; steamship lines, 1021.	
French commercial mission to China, 1033.	
Hankow—Kerosene, 1022; opening for United States goods, 1022; currency, 1022; proposed railroad, 1023; imports, 1023; exports, 1025.	
Tientsin—Exports, 1025; imports, 1026; banks, 1027; stores, 1027; public companies, 1028; imperial institutions, 1028; custom-house, 1029; docks, 1029; dock charges, 1030; wharfage, 1030; quarantine, 1031; postal rates, 1031; trade-marks, 1031; general description, 1032; Tungchow and Paotingfu, 1032.	
United States, exports declared for, 1038.	
Churchill, W. (consul-general, Apia), conditions in Samoa	1254
Chute, L. W. (vice-consul, Buenos Ayres), annual report	774
Cochin China. (<i>See</i> French Cochin China.)	
Coffin, J. B. (consul, St. Helena), trade	348
Colombia:	
Barranquilla—Imports, 856; exports, 857; changes in tariff, 857; port regulations, 858; pier dues, 859; harbor improvements, 859; tonnage dues, 859; commercial regulations, 859; passports, 860; packing, 860; exchange and banking, 861; credits, 862; transportation, 862; quarantine, 864; postal rates, 864; merchandise marks, 864; licenses, 864; communication with United States, 864; proposed railway, 865; new railway, 865; details as to imports, 865.	
Medellin—Exports, 868; imports from United States, 869.	
Panama—Imports, 869; currency, 870; quarantine, 870; new wharf, 870; transportation, 870; taxes, 870.	
United States, exports declared for, 871	856
Comfort, S. (consul, Bombay), annual report	954
Commercial mission to China, French	1033
Costa Rica	531
Real estate, 531; coffee crop, 531; bananas, 532; debt, 532; exports and imports, 532; imports for ten years, 533; imports by countries, 534; declared exports, 540.	

	Page.
Covert, J. C. (consul, Lyons), French commercial mission to China	1033
Cuba	766
Matanzas—Imports, 767; exports, 768.	
Santiago de Cuba—Decrease of trade, 766; exports to United States from	
Santiago, Manzanillo, Guantanamo, and Santa Cruz, 767.	
Declared exports from Cuba, 768.	
Curacao. (See Danish West Indies.)	
Daly, C. N. (consul, Guelph), trade	864
Danish West Indies	720
Christiansted, 726; Fredericksted, 726; St. Thomas, 720; declared exports, 727.	
Dart, J. E. (consul, Guadeloupe), annual report	728
De Cima, A. (consul, Mazatlan), annual report	497
De Leon, P. M. (consul-general, Guayaquil), imports into Ecuador	874
Denison, F. C. (consul, Woodstock), trade	418
Dent, L. A. (consul, Kingston), annual report	631
Dickey, W. B. (consul, Callao), annual report	899
Dill, H. P. (commercial agent, Port Hope)	880
Dillard, G. G. (consul-general, Guayaquil), exports from Ecuador	872
Dillingham, F. (consul, Auckland), annual report	1194
Dominican Republic. (See Santo Domingo.)	
Donnelly, J. G. (consul-general, Nuevo Laredo), annual report	479
Doty, J. L. (consul, Tahiti), annual report	1256
Doyle, T. S. (consul, Beirut), annual report	1153
Dudley, L. E. (consul, Vancouver), annual report	401
Supplementary report	408
Duffie, M. M. (consul, Winnipeg), trade	405
Dutch Guiana	882
Products, 882; imports, 882; exports, 883; gold mining, 884; communi-	
cation, 884; public works, 885; population, 885; harbor fees, 885; details	
of imports, 885; declared exports, 886.	
Dutch India	1040
Sugar, coffee, tea, 1040; quinine, 1040; imports, 1041; markets for Amer-	
ican products, 1041; currency, 1042; imports from United States, 1044;	
exports, by countries, 1045; declared exports, 1045.	
Dutch West Indies	727
Curacao, 727; declared exports, 728.	
East Africa, German	304
Ecuador	872
Exports, 873; details of imports, 874; declared exports, 875.	
Egypt	301
Imports, by countries, 801; exports, by countries, 802; imports and	
exports, by ports, 802; exports of cotton, cotton seed, sugar, and rice,	
802; declared exports, 803; Suez Canal traffic, 803.	
Everett, S. B. (consul, Batavia), annual report	1040
Exports declared for United States:	
Aden	940
Algeria	290
Asiatic Turkey	1163
Australasia	1221
Brazil	842
British Guiana	862
British South Africa	800
British West Indies	718
Canada	442
Central America	617
Ceylon	965
Chile	855
China	1038
Colombia	871
Cuba	768
Danish West Indies	727
Dutch Guiana	886
Dutch India	1045
Dutch West Indies	728
Ecuador	875
Egypt	303
French North America	467
Haiti	757

Exports declared for United States—Continued.

	Page.
Hawaii	1246
Hongkong	1089
Japan	1085
Liberia	815
Madagascar	821
Madeira	828
Mexico	508
Morocco	846
Puerto Rico	770
Samoa	1256
Santo Domingo	765
Siam	1116
Society Islands	1258
Straits Settlements	1186
Uruguay	913
Venezuela	985
Zanzibar	854
Falkland Islands	876
General information, 876; tariff, 877; imports, 877; exports, 878; shipping, 878.	
Fiji	1247
Imports and exports, 1247; imports from United States, 1248; transportation, 1249.	
Finch, W. R. (minister, Uruguay), commerce in 1897	913
Flagg, E. M. (vice-consul, Asuncion), annual report	888
Formosa	1081
Imports and exports, 1082; trade by countries, 1083; principal imports, 1084.	
Foster, J. G. (consul-general, Halifax), annual report	418
Supplementary	427
Fowler, J. (consul, Chefoo), annual report	984
French Cochinchina	1046
Rice, 1046; imports and exports, 1046.	
French commercial mission to China	1033
French Guiana	886
Imports, 886; shipping, 887; exports, 887; mines, 888; entrances at Cayenne, 888.	
French North America	467
French West Indies	728
Guadeloupe, 728; Martinique, 733.	
Galbraith, S. (vice-consul, Antigua), annual report	618
German East Africa	804
Golding, T. D. (vice-consul, La Guayra), annual report	915
Gowey, J. F. (consul-general, Yokohama):	
Annual report	1047
Supplementary, trade of Japan in 1897	1049
Gracey, S. L. (consul, Foochow), annual report	1018
Greene, C. C. (vice-consul, Antofagasta):	
Shipping of Chile	846
Port regulations of Chile	848
Grellet, C. T. (consul, Algiers), trade	287
Grimke, A. H. (consul, Santo Domingo):	
Annual report	761
Supplementary report	763
Guadeloupe	728
Financial, 729; losses to United States vessels, 729; shipping, 730; general remarks, 730; proposed tax on foreigners, 731; exports, 732; port charges, 732; exchange, 733; declared exports, 733.	
Guatemala (exports to United States, 540)	540
Gudger, H. A. (consul-general, Panama), annual report	869
Haiti	749
Imports and exports, 749; currency and interest, 749; wages, 750; customs dues, 750; municipal taxes, 750; United States trade, 751; railroads and steamship lines, 755; paper factory, 756; exports in detail, 756; revenues, 756; Port au Prince imports from and exports to United States; imports and exports at Jacmel; imports and exports at Gonaives; exports at Aux Cayes. Cape Haitien—Commerce, 759; United States trade, 760; industries, 760.	
Hall, J. D. (consul, San Juan), annual report	770

Hamilton, J. E. (commercial agent, Morrisburg):	
Annual report	369
Supplementary report	371
Hanger, M. (consul, Hamilton, Bermuda), annual report	630
Hawaiian Islands	1224
Area, general information, 1224; telephones, 1224; interisland communication, 1224; postal facilities, 1224; needs of Hawaii, 1225; duties on imports, 1225; population, 1228; exports and imports, 1229; customs receipts, 1233; sugar, 1233; liquor, 1234; shipping, 1235; merchant marine, 1237; commercial travelers, 1238; landing of aliens, 1238; passenger arrivals, 1238; light-houses, 1239; prices, 1241; wages, 1241; currency, 1242; port regulations, 1242; patents, 1244; transportation, 1245; freight rates, 1245; railroads, 1245; exports declared to United States, 1246.	
Haywood, W. (consul-general, Honolulu), annual report	1224
Heard, W. H. (minister resident and consul-general, Monrovia), annual report	815
Herran, T. (consul, Medellin) annual report	869
Hill, F. D. (consul, Santos):	
State of Sao Paulo	795
Commerce of France and Brazil	825
Trade of Santos	830
Supplementary report	839
Honduras	541
Shipping, 541; imports and exports, 541; collections, 542; transportation, 542; exports to United States, 543.	
Honduras, British. (<i>See</i> British Honduras.)	
Hongkong	1035
Shipping, 1035; imports, 1035; exports, 1037; currency, 1038; postal rates, 1038; quarantine, 1038; declared exports, 1039.	
Hufnagel, G. A. (vice commercial agent, Paysandu), commerce	913
Hunt, L. S. (consul, Palmerston), annual report	372
Hyatt, P. F. (consul, Santiago de Cuba), trade	766
India, British. (<i>See</i> British India.)	
India, Dutch. (<i>See</i> Dutch India.)	
Jacks, W. H. (consul, London, Ontario), annual report	367
Jamaica	631
Financial conditions, 632; reciprocity treaty, 633; trade with Great Britain and the United States, 634; duties on goods from the two countries, 636; sugar, 637; fruits and vegetables, 640; tobacco, 644; coffee, 645; rum, 646; dyewoods, 647; cocoanuts, 648; allspice, 649; ginger, 650; cocoa, 650; annatto, 652; cattle, 652; hides, 652; hard woods, 653; minor products, 655. Imports: Food stuffs, 656; flour, 657; bread, 658; butter, 658; meats, 659; lard, 661; fish, 661; corn and meal, 662, rice, 663; peas and beans, 664; condensed milk, 664; tobacco, 665; ale, beer, and porter, 665; wines and spirits, 666; refined sugar, 667; oils, 668; livestock, 668; matches, 669; soap, 669; aerated waters, 670; lumber and building materials, 671; furniture, 673; wearing apparel and textiles, 674; hardware and cutlery, 676; coal and coke, 677; carriages, 677; machinery and supplies, 678; tools, 678; earthen, china, and glass ware, 679; electrical machinery, 679; fruit, 680; general importations, 680; shipping, 681; import duties, 682; comparative imports, 684; details of imports for 1896-97, 690; exports to United States, 696.	
Japan	1047
Kanagawa—Trade of Japan by countries, 1896, 1074; exports, 1075; imports, 1076; Japanese-United States trade, 1079; customs duties, 1080; shipping of Japan, 1081; Formosa, 1081.	
Nagasaki—Wages, 1066; opening for United States goods, 1067; harbor improvement, 1067; transportation, 1067; currency and exchange, 1067; imports, 1069; postage, 1069; exports of matting, 1070; shipbuilding, 1070; details of imports and exports, 1071; navigation, 1074.	
Osaka and Hiogo (Kobe)—Commerce, 1053; imports and exports, 1055; imports from United States, 1057; shipping, 1060; freight rates, 1063; Japanese steamers for San Francisco, 1063; new dock, 1063; harbor construction, 1063; customs accommodation, 1063; increased postal rates, 1064; gold standard, 1064; general remarks, 1065.	
United States, exports declared for, 1085.	
Yokohama—Commerce, 1047; exports, 1048; imports, 1049; trade of Japan in 1897, 1051.	
Jarnigan, J. E. (consul, Utilia), annual report	541

	Page
Jenkins, J. (consul San Salvador), annual report.....	613
Johnson, A. B. (consul, Amoy):	
Annual report.....	966
Supplementary.....	971
Jones, A. C. (consul, Chinkiang), annual report.....	995
Jones, T. C. (consul, Funchal), trade.....	322
Jones, W. S. (vice-consul, Turks Island), annual report.....	715
Korea.....	1085
Opening for United States products, 1086; trade by countries, 1087; revenue, 1088; imports and exports, 1088.	
Lay, J. G. (consul, Windsor), annual report.....	385
Ledoux, U. J. (consul, Three Rivers), trade.....	441
Liberia.....	318
Imports and exports, 314; declared exports, 315.	
Linsley, J. (consul, Coaticook), annual report.....	459
Long, P. (consul, Sherbrooke), annual report.....	440
Madagascar.....	315
Imports and exports, 315; duties on imports and exports, 317; cotton goods trade, 317; taxes, 318; transportation facilities, 318; petroleum, 318; increase of trade, 318; trade with United States, 319; trade outlook, 319; port regulations of Tamatave, 320; declared exports, 321.	
Madden, J. H. (consul, Smyrna), trade conditions.....	1146
Madeira.....	322
Lines of steamers, 322; imports and duties thereon, 323; declared exports, 323.	
Manitoba.....	404
Winnipeg—Trade, 404; railways, 405.	
Maratta, D. W. (consul-general, Melbourne), annual report.....	1213
Martinique.....	738
Sugar industry, 733; commerce, 734; bounties to sugar, 735; exports, 735; bank, 736; tariff, 737; imports from United States, 737; how to increase our trade, 739; quarantine, 739; port charges, 740; freight rates, 741; export duties, 741; French bounty system, 741; prices of American commodities, 742; exchange, 743; law on import of molasses, 743; French minimum tariff, 744; electric light, 744; exports, 746; imports from United States, first six months of 1897, 747; exports in 1897, 747; shipping, 748.	
Maskat: Exports of dates to United States.....	1088
Masterson, W. W. (consul, Aden):	
Trade.....	937
Supplementary.....	938
Matthews, G. G. (consul, Bahia):	
Annual report.....	792
Steamship communication with the United States.....	794
Mauritius.....	323
Agriculture, 323; tea culture, 324; rhea fiber, 324; trade with the United States, 325; banking, 327; harbor facilities, 328; cables, 328; transportation, 328; boat licenses, 328; postal rates, 329; coastwise trade, 329; imports and exports, 329; licenses, 330.	
McCall, C. (commercial agent, Sault Ste. Marie), annual report.....	384
McDaniel, R. P. (consul, Bahia), trade.....	792
McIvor, N. W. (consul-general, Kanagawa):	
Annual report.....	1074
Trade of Formosa.....	1081
McLain, T. J. (consul, Nassau), annual report.....	624
Mexico:	
Acapulco—Imports and exports, 487; American v. European trade, 488; packing, 488; cotton, 488; soap factories, 489; coffee, fruit, sugar cane, 489; mat making, 489; wages, 490; navigation and transportation, 490; banks, credits, currency, 490; handling freight, 491; mines, 491; telegraphs and railroads, 491.	
Chihuahua—Population, 492; imports and exports, 492; United States interests, 492; mineral resources, 492; agriculture, 493; instruction, 493; improvements, 493; industries, 494; new railroads, 494; decrease of imports, 494; bicycles, 495; Chihuahua dog, 495; labor, 495; United States trade, 496.	
La Paz—Decline in industry, 496; imports and exports, 497; copper mines, 497.	

Mexico—Continued.

Page.

Mazatlan—Trade with the United States, 497; local trade, 499; agriculture, 499; silver, 500; harbor improvements and railroads, 500; transportation, merchant marine, 500; electricity, 501; taxes, traveling agents, 501; how to extend United States trade, 501.	
Mexico City—Railways, 467; exports, 468; United States trade, 470; general remarks, 472; improvements, 474.	
Nuevo Laredo—Economic conditions, 474; labor, 475; wages, 475; money standard, 475; local trade, 476; imports generally, 476; silver and tariff, 477; advantages of the situation, 477; exports, 478; trade openings, 478; trade pointers, 479.	
Paso del Norte—Imports, 502; produce and industries, 503; transportation, 503; geographical, 504; Casas Grandes, 504; postal rates, 505; exchange, 505; dealers in United States products, 505; prices, 505; improvements, 506.	
Piedras Negras—Agriculture and mining, 506; improvements, 506; tariff, commerce, etc., 506; trade with United States, 507.	
United States—Exports declared for, 508.	
Vera Cruz—General information, 480; tariff, 481; wharfage charges, 482; port dues, 483; harbor improvements, 483; transportation, 483; telegraphs, 484; credits and licenses, 484; commerce and shipping, 485; imports at Vera Cruz, 485; immigrants, 485; inland traffic, 486; United States goods, 486.	
Miller, J. H. (consul, Port Stanley), annual report.....	876
Mohun, R. D. (consul, Zanzibar), exports.....	854
Moonlight, T. (minister, Bolivia), trade.....	791
Morlan, A. E. (consul, Belize), annual report.....	518
Morocco.....	831
Trade methods, 331; imports into Tangier, 332; exports, 334; quarantine, 336; postal rates, 337; details of imports and exports, 337; shipping, 338; steamship lines, 338; pier charges, 339; Rabat, imports and exports, 339; Casablanca, imports and exports, 340; export duties at Casablanca, 341; steamship lines from Casablanca, 342; Casablanca port regulations, 343; freight rates and shipping, 343; Saffi, imports and exports, 344; Tetuan, imports and exports, 345; Mazagan, imports and exports, 345; declared exports, 346; Cape Spartel, 346.	
Morris, B. (commercial agent, Levuka), annual report.....	1247
Mory, W. (consul, Colombo), commerce.....	963
Murphy, C. A. (consular agent, Adelaide):	
Annual report.....	1202
Supplementary report.....	1212
Myers, I. B. (consul, St. John):	
Annual report.....	411
Supplementary report.....	415
Canadian imports, 1897.....	416
New Brunswick.....	405
Campbellton—Exports, 405; imports, 407; industries, 408; wages, 410; crops, 410.	
St. John—Exports and imports, 411; customs, 411; exchange, 411; harbor dues, 411; transportation, 412; railways, 413; communication with United States, 413; freight rates, 413; licenses and commercial travelers, 413; merchant marine, 413; taxes, 414; postal rates, 414; merchandise marks, 415; imports, 415.	
St. Stephen—Exports and imports, 417.	
Woodstock—United States products, 418.	
New Caledonia.....	1249
Imports and exports, 1250; shipping, 1251; mail packets, 1251; general remarks, 1252; details of imports, 1253; details of exports, 1253; shipping in 1896, 1254.	
New South Wales.....	1165
Newcastle—Revenue, 1189; coal exports, 1189; general exports, 1190; imports, 1190; American bicycles, 1191; coal industry, 1191.	
Norfolk Island—Tariff, 1193; industries, 1194.	
Sydney—Exports and imports, 1185; share of United States in imports, 1187; chief exports, 1187; advice to United States exporters, 1188. Our trade with Australia: How to reach the market, 1170; Australasian American trade, 1175; shipping, 1176; our trade with New South Wales and Victoria compared, 1178; industries in New South Wales and Victoria, 1179; trade with United States in 1897, 1181; imports into New South Wales, 1182.	

	Page.
New Zealand.....	1194
Money market, 1194; United States trade, 1195; labor, 1197; harbors and shipping, 1197; mining, 1198; agricultural and pastoral, 1199; postal and telegraph, 1199; San Francisco mail service, 1200; railroads, 1201; social conditions, 1201.	
Nicaragua.....	543
Managua—Finances, 544; transportation, 545; railways, 545; telegraph, telephone, and electric plants, 546; United States machinery, 546; exchange, 547; new enterprises, 548; mines, 548; forests, 549; dairy, 549; tobacco, 550; commercial conditions, 550; pianos, cooking stoves, furniture, 551; shoes, cotton goods, canned goods, beer, 552; whisky, etc., 553; tariff, 554; exports, 554; population, 555.	
San Juan del Norte—Bluefields: Shipping, 556; exports, 557; agriculture, 558; export duties, 559; wages, 559. Port of San Juan del Norte: Population, 559; cattle, etc., 560; fruits and vegetables, 560; cocoanuts, 561; agricultural implements, 561; wages, 562; census, 563; tobacco monopoly, 564; shipping, 565; exports, 567; imports, 569; imports from United States, 562; San Juan River, 563; resources of eastern Nicaragua, 563; United States trade, 568; transportation, 568; freight, 569; steamship communication between South America, West Indies, and the United States, 592; shipping, 593; effect of canal on trade, 595; American vessels, 597; freight rates, 597; commercial travelers, 600; telegraphs, 600; wages, silver, etc., 601; local ordinances, 601; mahogany, 605; sugar cane, ginger, bananas, 605; imports into Bluefields, 1897, 607; mining machinery, 611.	
Exports declared for the United States	543
Nichols, G. W. (consul, Clifton), annual report	362
North America:	
Canada, Dominion of	355
Mexico	467
West Indies	618
Nova Scotia.....	418
Halifax—Imports, 418; exports, 420; prices, 422; port regulations, 422; transportation, 423; freight rates, 423; licenses, 423; shipping, 423; minerals, 424; agricultural and animal products, 424; harbor rules, 425; imports, 1897, 427.	
Windsor—Property, 423; trade and industries, 429; Cornwallis Agency, 430; Kempt, 430; Port Joggins, 430; Parrsboro, 431.	
O'Hara, T. (consul, San Juan del Norte):	
Annual report	555
Supplementary report	588
Mining machinery in Nicaragua	611
Ontario.....	355
Amherstburg—United States trade, 359; industries, 359; transportation, 359; imports and exports, 360.	
Chatham—Imports and exports, 360; binder twine, 361; trade with United States, 361; dairy products, 361; tobacco, 361.	
Clifton—Location, railways, etc., 362; currency, 363; towns, 363; imports and exports, 363; manufactures, 363; transient traders, 364; railway changes, 364; shipping, 364; wages, 364.	
Guelph—Trade and transportation, 365; wages, 365; imports and exports, 366.	
Kingston—United States trade, 366; manufacturing, 367.	
London—Imports, 367; wages, 368; tariff, 368; exports, 369; transportation, 369; commercial licenses, 369.	
Morrisburg—Industries, 369; transportation, 370; agriculture, 370; United States trade, 370.	
Ottawa—Trade with United States, 355; fast Atlantic service, 357; trade of Canada, 1895 and 1896, 357.	
Palmerston—Imports, 372; exports, 373; United States trade, 373; tariff, 374; trade methods, 376; transportation, 376; commercial travelers, 376; patents, 377; extracts from Canadian tariff laws, 377.	
Port Hope—Trade conditions, 380; industries, 381; United States goods, 381; transportation, 382; imports and exports, 382; details of exports, 383.	
Sault Ste. Marie—Imports and exports, 384.	
Stratford—Imports and exports, 385.	

	Page.
Ontario—Continued.	
Windsor—Imports, 385; exports, 386; hog cholera, 386; wages, 387;	
United States trade, 387.	
Osborn, L. W. (consul-general, Apia), trade in Samoa	1254
Palestine. (<i>See</i> Turkey in Asia, Syria).	
Patterson, A. J. (consul, Demerara), annual report	878
Patterson, R. F. (consul-general, Calcutta), annual report	941
Patton, J. (consul, Amherstburg), annual report	359
Paraguay	888
United States trade, 889; banking and credits, 889; currency, 890;	
economic conditions, 891; opening for machinery, 892; openings for	
enterprise, 893; local industries, 893; agricultural implements, hard-	
ware, etc., 893; agricultural products, 894; textile plants, 895; woods,	
895; transportation, 896; colonies, 896; tariff, 896; New Australia	
colony, 897.	
Partridge, F. C. (consul-general, Tangier), Cape Spartel	346
Percival, L. H. (vice commercial agent, St. Christopher):	
Annual report	697
Supplementary report	704
Persia	1068
Lack of statistics, 1088; commercial conditions, 1089; imports, 1090;	
exchange, 1092; credits, 1092; communications, 1093; shipping, 1093;	
postal rates, 1093; mining, 1093; foreign enterprise, 1094.	
Peru	899
Trade with United States, 899; imports and exports, 900; salt, 901; cur-	
rency, 902; general remarks, 902; money market, 903; gold district of	
Carabaya, 904; imports from United States into Truxillo, 906.	
Philippine Islands	1095
Exports, 1095; details of exports, 1096; exports by countries, 1097; ship-	
ping, 1098.	
Plumacher, E. H. (consul, Maracaibo):	
Annual report	919
Coffee shipments	922
Pooley, R. P. (consul, Sierra Leone), Sierra Leone	353
Pratt, E. S. (consul-general, Singapore):	
Annual report	1117
Supplementary	1131
Malay States	1133
Proskauer, S. (consul, Puerto Cabello), annual report	935
Puerto Rico	770
Imports, 770; exports, 772; declared exports, 773.	
Quebec	432
Coaticook—Situation and railways, 432; imports and exports, 433; wages,	
436; United States goods, 438; commercial licenses and credits, 439;	
banks, 439.	
Sherbrooke—Imports and exports, 440; prices, 440; taxes and customs,	
440; transportation, 440; currency, 441.	
Three Rivers—Exports and imports, 441.	
Rairden, B. S. (consul, Batavia), imports and exports	1044
Read, S. P. (consul, Tientsin):	
Annual report	1025
Tungchow and Paotingfu	1032
Reichenbach, S. (acting vice commercial agent, Noumea), trade of New	
Caledonia, 1896	1249
Roberts, F. W. (consul, Cape Town), annual report	299
Robinson, I. (consular agent, Norfolk Island), trade conditions	1193
Ruffin, J. N. (consul, Asuncion), annual report	892
Salvador	613
Packing, 613; imports and exports, 614; finance, 615; credits, 616.	
Samoa	1254
General conditions, 1254; products, 1255; declared exports, 1256.	
San Juan del Norte. (<i>See</i> Nicaragua.)	
Santo Domingo	761
Sugar and other products, 761; imports, 761; wages, 762; shipping, 763;	
United States interests, 762; shipping in detail, 763; credits, 763; new	
railroad, 763; exchange, tariff, 764; passports, 764; quarantine, 764;	
postal rates, 764; declared exports, 765.	
Schlemm, L. C. H. (consul, Cape Haitien), annual report	759

	Page
Schneegans, E. (commercial agent, Saigon), annual report	1046
Schramm, E. (consul, Montevideo), annual report	907
Senegal	851
Shaffer, L. M. (consul, Stratford), trade	384
Sharp, H. (vice-consul, Hiogo), annual report	1053
Siam	1098
Trade conditions, 1099; routes, 1100; opportunity for Pacific coast, 1100; commercial importance of Siam, 1100; drawbacks to trade, 1101; opportunities for improvement, 1102; foreign interests, 1102; business methods, 1103; direct trade with United States, 1104; imports by countries, 1106; statistics of foreign trade, 1108; details of imports, 1110; details of exports, 1111; need of United States houses, 1112; trend of trade, 1113; manufacturing, 1118; bicycles, sewing machines, etc., 1114; packing, exchange, etc., 1114; currency, 1115; new projects, 1115; communication with United States, 1115; commercial licenses, tariff, etc., 1116; exports declared for United States, 1116.	
Sierra Leone	352
Tariff, 352; imports and exports, 353.	
Simmons, S. M. (consul, Piedras Negras), annual report	506
Simpson, D. (vice-consul, Arica), trade	855
Society Islands	1256
Imports and exports, 1256; trade with United States, 1257; banking and exchange, 1257; communication, 1257; shipping, 1258; declared exports, 1258.	
South Africa, British. (<i>See</i> British South Africa.)	
South America:	
Argentine Republic	774
Bolivia	786
Brazil	792
Chile	844
Colombia	856
Ecuador	872
Falkland Islands	876
Guianas—	
British	878
Dutch	882
French	886
Paraguay	888
Peru	899
Uruguay	907
Venezuela	915
South Australia	1203
Imports and exports, 1202; general statistics, 1206; details of imports, 1206; details of exports, 1209; wages, 1210; transportation, 1211; commercial licenses, 1211; credits, 1212; money and prices, 1212.	
St. Christopher	697
Sugar industry, 697; imports, 698; United States goods, 698; exports, 699; reciprocity, 699; packing and marking, shipping facilities, 699; exchange and banking, 699; currency, 700; customs rules, port regulations, and wharf dues, 700; harbor facilities, 700; telegraphs and cables, 701; telephone, 702; transportation facilities, 702; quarantine, 703; licenses, 703; merchant marine, 703; postal rates, 703; electricity, 704; imports in 1897, 704.	
Stephan, T. M. (consul, Annaberg), German East Africa	304
Stewart, J. H. (consul, St. Thomas), annual report	720
St. Helena	348
Port regulations, 348; imports, 350; exports, 351.	
St. Pierre, Miquelon	467
Straits Settlements	1117
Commerce, 1117; shipping, 1118; financial, 1119; transportation, 1119; industries, 1121; telegraphs, 1121; means of developing American trade, 1121; imports from United States, 1122; exports to United States, 1123; details of shipping, 1124; details of commerce, 1125; postal rates, 1129; freight rates, 1130; trade with United States, 1897, 1132; Malay States, 1133; exports declared for United States, 1136.	
Strickland, P. (consul, Gorée-Dakar), imports into Senegal	351

	Page.
St. Thomas	720
Imports and exports, 720; navigation, 720; details of imports, 721; details of shipping, 723; imports from United States, 724; exchange, 724; postal rates, 724; tariff, 724; duties in St. Croix, 725.	
Smith, A. (consul, Trinidad), annual report	705
Smith, A. E. (consul, Victoria), annual report	387
Smithers, G. F. (consul, Chungking):	
Commerce	999
Trade of Chungking in 1896	1005
Trade of Chungking in 1897	1011
Agriculture in Szechuan	1016
Spanish West Indies	776
Cuba, 766; Puerto Rico, 770.	
Suez Canal traffic	303, 940
Swalm, A. W. (consul, Montevideo), commerce of Uruguay	912
Tate, G. T. (consul, Barbados), annual report	626
Terres, John B. (vice-consul-general, Port au Prince):	
Annual report	749
Supplementary report	757
Thorne, J. M. (vice-consul, Cordoba), annual report	785
Trinidad	705
General conditions, 705; transportation facilities, 706; imports and exports, 706; details of imports, 707; details of exports, 714.	
Tucker, J. G. (consul, Martinique):	
Annual report	733
First supplementary report	737
Second supplementary report	747
Tunis (exports and imports, 353)	353
Turkey in Asia	1137
Erzerum—Exports and imports, 1137; general remarks, 1138; guilds, 1138; agriculture and grazing, 1139; trade with United States, 1140; imports and exports in detail, 1140; trade in 1897, 1142; caravan routes and transit trade, 1143; mines, 1144; agriculture, 1144; live stock, 1145.	
Smyrna—Crops and agricultural implements, 1146; United States goods, 1147; railways, 1147; waterworks, 1147.	
Syria—	
Alexandretta—Foreign commerce, internal trade, etc., 1148; currency, banking, credits, 1150; enterprises, 1151; United States manufactures, 1151; freight rates, 1151.	
Beirut—Hindrances to United States trade, 1152; how to introduce our goods, 1153; packing, 1155; cotton goods, 1155; credits, 1156; currency and exchange, 1156; communication, 1157; licenses, 1157; postage, 1158; details of imports and exports, 1158; United States trade, 1159; imports at Haifa, 1159; exports from Acca and Haifa, 1159.	
Palestine—Imports, 1160; manufactured articles, 1161; exports, 1162; communications, 1162; commercial regulations, 1162; postal rates, 1163.	
United States, exports declared for, 1163.	
Turks Island	715
Imports, 716; exports, 718.	
Turner, C. E. (consul-general, Ottawa): Annual report	355
Supplementary	357
Twitchell, M. H. (consul, Kingston), annual report	366
Tyler, J. (vice-consul-general, Teheran), annual report	1088
United States, exports declared. (See Exports.)	
Uruguay	907
Montevideo—Shipping, 907; commerce in 1896, 910; commerce in 1897, 912; declared exports, 913.	
Paysandu—Exports, 913; imports, 914.	
Van Pragg, E. (vice-consul, Paramaribo), annual report	882
Venezuela	915
La Guayra—Imports, 915; navigation, 916; tariff changes, 916; coasting trade, 917; details of imports and exports, 917; shipping, 918; imports in 1897, 918.	
Maracaibo—Native products—Coffee, cocoa, hides, gold, etc., 919; counterfeit money, 921; shipping, 922; coffee shipments, 922.	

Venezuela—Continued.

Page.

Puerto Cabello—Declared exports, 923; imports, 923; exports, 924; shipping, 925; United States goods, 925; butter, 927; lard, 928; cutlery, glass, crockery, tobacco, coal, 929; leather, stearin, beer, 930; banks, exchange, currency, 930; harbor accommodations, 931; warehouse in Caracas, 932; cables and railroads, 932; water routes, 932; opportunities for Americans, 933; gold mines, 934.	
United States, exports declared for, 935.	
Victoria	1213
Trade, 1213; imports and exports, 1214; port regulations, 1215; wages, 1216; prices, 1218; imports from United States, 1220.	
Viosca, J. (vice-consul, La Paz, Mexico), annual report	496
Wacongne, L. (consul, Cayenne), annual report	886
Wallace, E. S. (consul, Jerusalem), annual report	1160
Washington, H. L. (consul, Alexandretta), annual report	1148
Watts, E. (acting agent and consul-general, Cairo), annual report	303
West Indies:	
British	618
Danish	720
Dutch	727
French	728
Haiti	749
Santo Domingo (Dominican Republic)	761
Spanish	766
Wetter, E. T. (consul, Tamatave), annual report	819
Whidden, E. (consul, St. Stephen), annual report	417
Wiesike, P. (consul, Managua), annual report	548
Wildman, R. (consul, Hongkong), annual report	1035
Williams, O. F. (consul, Manila), trade of Philippines	1095
Young, E. (consul, Windsor):	
Annual report	428
Supplementary	432
Zanzibar (declared exports)	354
Zalles, G. (vice-consul, La Paz, Bolivia), annual report	786

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